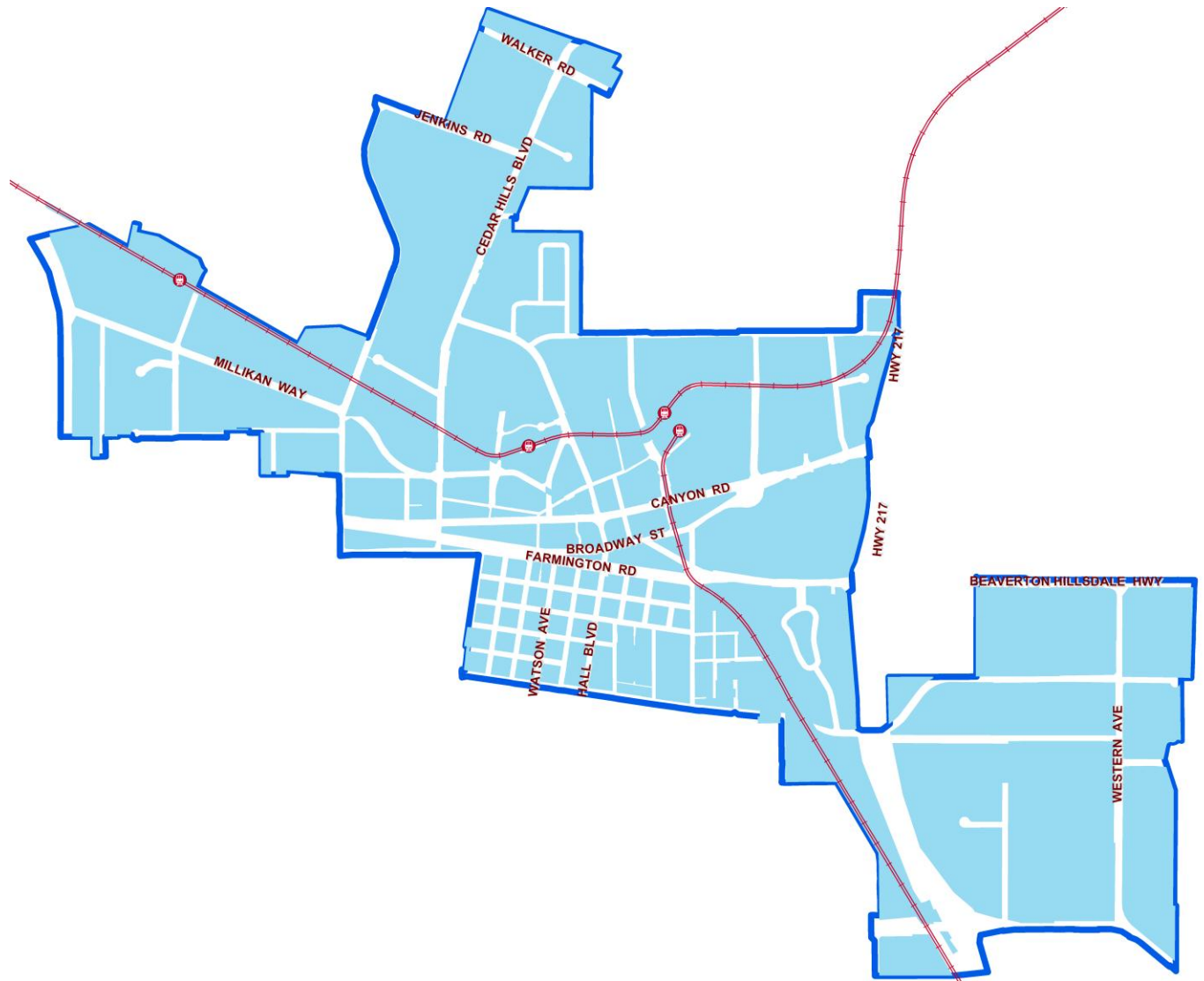


Central Beaverton Urban Renewal Plan



Beaverton Urban Redevelopment Agency



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1 INTRODUCTION

The City of Beaverton, through its Urban Renewal Feasibility Study and ongoing Vision and Civic Plan initiatives, has identified the need for revitalization of the central area of the City as a high priority. Decades of studies and plans have sought to improve the climate for private sector investment in the area, recognizing the need to improve pedestrian access, reduce traffic congestion, create jobs, increase housing opportunities, and support redevelopment projects that meet City goals and objectives.

In 2004, the City commissioned the *Downtown Regional Center Development Strategy*. The Strategy inventoried many of the central City's assets, such as cultural organizations and events, the library and parks, an active farmers' market, and transit infrastructure. It also highlighted many barriers to redevelopment: traffic congestion, parking availability, a lack of housing density, and a challenging pedestrian environment. The Strategy identified a number of possible locations for major redevelopment, and identified steps the City might take to work with private partners and property owners. Since then, the City commissioned an Economic Opportunities Analysis that identified a shortage of land to meet targets for employment growth.

What is generally lacking in all of these activities is a mechanism for securing resources for the investments that these studies (and others) have recommended. Urban Renewal is a basic tool to help the City overcome the redevelopment barriers that exist in the central area, catalyze job growth, improve mobility for all types of transportation, and encourage private sector investment in increasing property values.

This Central Beaverton Urban Renewal Plan ("Plan") contains the framework necessary to establish and carry out urban renewal projects in the Central Beaverton area, including guiding goals and objectives for implementation. The Plan will be administered by the Beaverton Urban Redevelopment Agency (BURA), established as the urban renewal agency for the City of Beaverton and made up of the City of Beaverton Mayor, Council and three at-large citizens.

The Plan establishes up to \$150 million as the maximum indebtedness that may be issued or incurred under the Plan over a 30-year period. Any amendments to the Plan must follow processes outlined in Section 9. The Plan has been prepared to meet the requirements of Oregon Revised Statutes (ORS) Chapter 457, and all applicable laws and ordinances of the State of Oregon and the City of Beaverton.

The Community Advisory Committee (CAC) and the BURA Board have stated that one percent for the arts program is important to attract business and residents to the heart of Beaverton to create the vibrant urban core that the Beaverton Community Vision and the Beaverton Civic Plan have identified as important to the citizens of Beaverton. As such, the BURA Board will consider adopting by ordinance a program for one percent for the arts if the urban renewal plan is approved by the voters of Beaverton.

2 PUBLIC PARTICIPATION

The City of Beaverton launched the Beaverton Community Vision project in 2007 to identify community aspirations. Through this effort the City was able to reach over 5,000 people and prioritize over 6,500 ideas collected into 118 actionable steps. The community had the opportunity to provide input at more than 120 meetings and events and through a survey with nearly 2,000 responses.

The Beaverton Community Vision project identified five core goals for the City including: “Create a Vibrant Downtown, Build Community, Improve Mobility, Provide High Quality Public Services, and Enhance Livability.” These five goals have served as guiding framework for the development of the Urban Renewal Plan. Community members expressed a desire for a more vibrant downtown with improved infrastructure that was safe, accessible, and that supported a thriving local economy.

In 2008, informed by many of the ideas coming from the visioning process, Beaverton formed a Charter Amendment Task Force (CATF) made up of diverse community members. The CATF was tasked with making a recommendation to the City Council on a change to the City Charter that would make it easier for the City to develop an urban renewal plan. In 2008, Beaverton voters approved the City Charter change by a two-thirds majority.

This paved the way for the City Council to begin the process of analyzing the feasibility of an urban renewal plan through the Urban Renewal Feasibility Study. Upon completion of the study, the City Council found that there were blighted areas in the City and chose to assemble the BURA Board and embarked on development of this Urban Renewal Plan.

Throughout creation of the Plan, the BURA Board has been directly advised by the appointed members of the CAC. To supplement the formal committee structure, the

City engaged hundreds of citizens and technical advisors in crafting the vision, goals, projects, boundary, and other aspects of the Plan. Engagement included a variety of methods, such as flyers, “Picnics in the Park”, public open houses, business and neighborhood association meetings, and face-to-face interviews.

A summary of the public involvement that contributed to the crafting of the Plan can be found as Exhibit 1.

Need for Urban Renewal

Figure 1 Identifies the Central Beaverton Urban Renewal District (“District”).

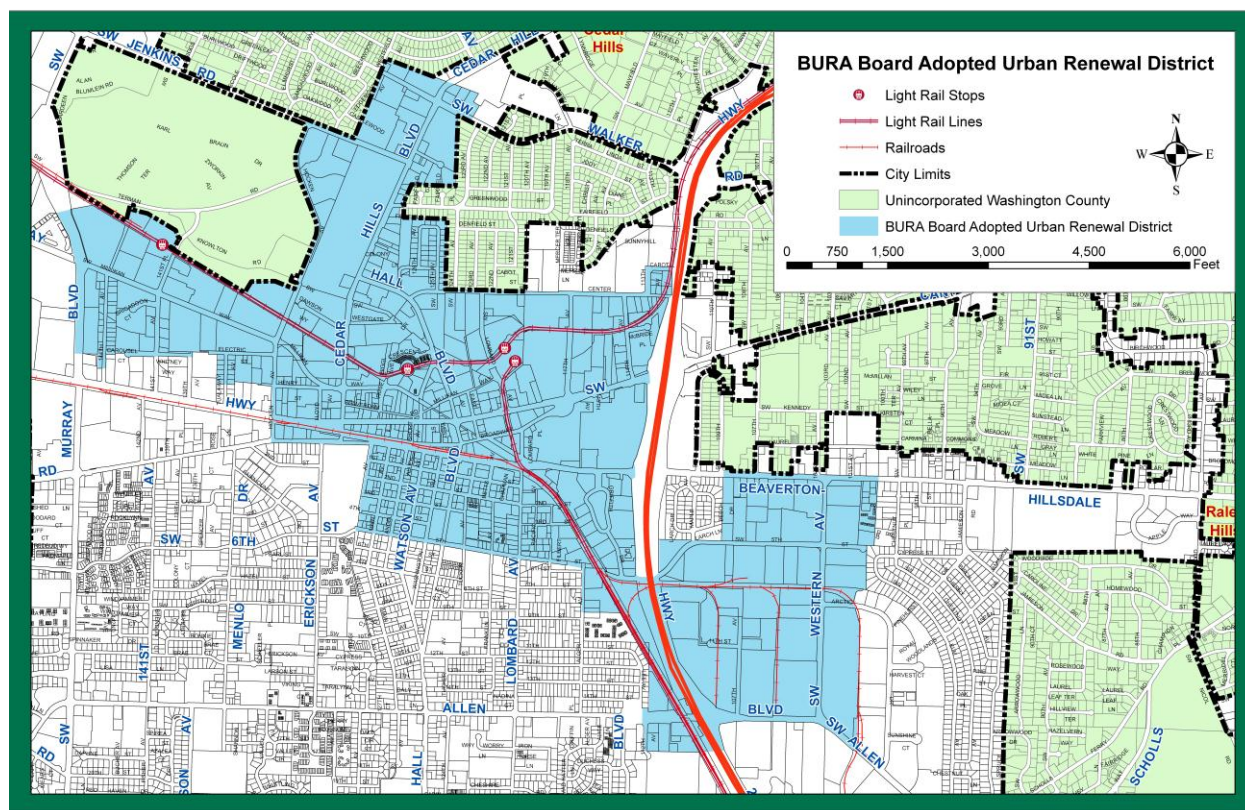


Figure 1 Central Beaverton Urban Renewal District

Generally, over the last several years, the area in the District has experienced decreasing property values and disinvestment. Some buildings in the District have been poorly maintained and property lies vacant or underused. Sidewalks and intersection improvements are lacking, and heavy auto traffic makes it inconvenient and unsafe to travel to and through the area. Industrial land that could otherwise generate jobs for Beaverton residents remains undeveloped because of functionally obsolete buildings and inadequate access and utilities.

While there are many places to be cherished and conserved in the District, there also exist obstacles to revitalization that require the tools of urban renewal, as detailed in depth in the Oregon Revised Statutes (ORS 457.10(1)(a):

- Structures obsolete for contemporary commercial and industrial uses due to inadequate interior arrangement or size
- Poor property management or maintenance
- Some platted properties and lots prevent efficient use or redevelopment in accordance with local land use policies
- Inadequate transportation facilities, public spaces, and utilities
- Underutilized commercial, industrial, and mixed-use properties
- Decreasing level of investment / improvements
- Properties subject to flooding
- Housing insufficient to support employees, businesses, and other economic development initiatives of Central Beaverton

These conditions are described in detail in the Urban Renewal Report that accompanies this Plan.

3 URBAN RENEWAL DISTRICT DESCRIPTION / MAP

Figure 2 is a map of the boundaries of the Central Beaverton Urban Renewal District. A full legal description can be found in Exhibit 2.

The District, totaling 997 acres and approximately \$777 million in assessed value (Tax Year 2010-2011), includes four distinct areas: the historic Old Town section; the Transit-Oriented Area with light rail, heavy rail (WES) and bus transit services; central Beaverton's office and retail commercial area; and the central employment district east of 217 between Beaverton-Hillsdale Highway and Allen Boulevard, all as shown in Figure 2.

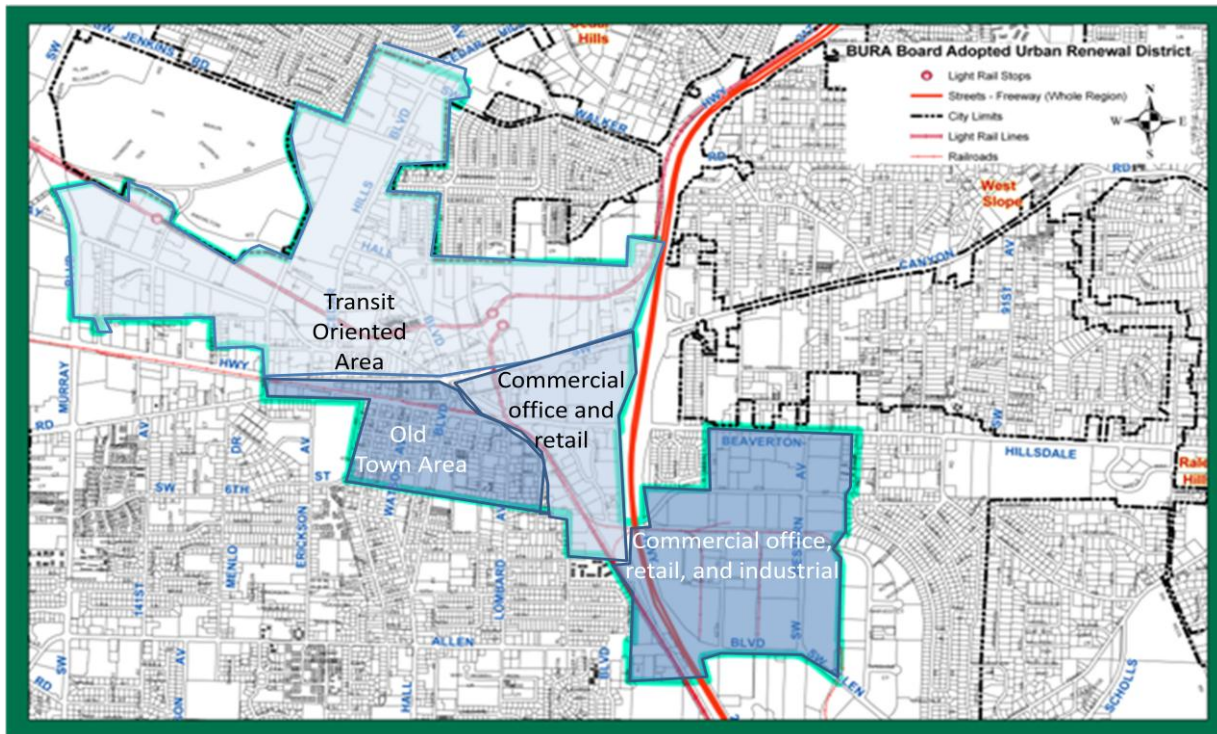


Figure 2 Urban Renewal District Divided into Four Distinct Areas

4 GUIDING GOALS AND OBJECTIVES

The following goals and objectives state the overall intent and hoped for results of the Plan to guide and support Plan implementation. These goals were developed in collaboration with the BURA Board and CAC. The goals originated from the citizen-led Beaverton Community Vision, which includes action to create a vibrant downtown.

The goals are high-level guiding principles for implementation, while the objectives are more specific actions to achieve the goals. A description of projects eligible for urban renewal participation under this Plan can be found Section 5, Projects.

Goal A

Inform, communicate, and seek engagement for decision making to reflect community values and priorities.

Objective A1

Provide opportunities for meaningful public participation in decision making throughout implementation of the Plan.

Objective A2

Establish an ongoing community advisory committee to assist the BURA Board with Plan implementation.

Objective A3

Engage citizens and keep them informed.

Goal B

Add value to our City by increasing property values through community investments that contribute to a healthy economy.

Objective B1

Address insufficient infrastructure that is inhibiting development.

Objective B2

Help private developers with a plan to address barriers, such as uncertainty of environmental resource buffers/setbacks prior to redevelopment.

Objective B3

Encourage new investment in underused or vacant parcels.

Objective B4

Assist property owners and developers to create opportunities for redevelopment of key catalyst sites.

Objective B5

Take steps to rehabilitate or redevelop existing properties to improve the appearance and increase the value of the Urban Renewal District.

Objective B6

Partner with private business to create a central core of Beaverton with an active employment hub and destination for community activities, public gathering spaces, cultural activities, and entertainment.

Objective B7

Increase assessed value and return on private investment of properties.

Objective B8

Leverage existing public transit investments to promote higher intensity and density of mixed-use development near transit stations and transit hubs.

Goal C

Support businesses of all sizes in creating and retaining jobs to attract a diverse, local workforce.

Objective C1

Promote increased use, rehabilitation, and development of employment lands.

Objective C2

Encourage business development that includes family wage jobs.

Goal D

Promote redevelopment that fits the character of the Beaverton Community Vision.

Objective D1

Support preservation and conservation of the natural, cultural, and historic resources in the Urban Renewal District.

Goal E

Expand the existing transportation system to promote a safe interconnected walking, biking, transit, and street network.

Objective E1

Improve vehicular access, circulation and safety.

Objective E2

Improve walking, biking and transit access, circulation, and safety.

Objective E3

Improve and create pedestrian crossings, streetscapes, gateway and wayfinding signage, as well as off-street, multi-use pathways.

Objective E4

Maintain funding projects through the Capital Improvements Program and through other funding sources, in addition to tax increment financing.

Objective E5

Increase parking options throughout the Urban Renewal District.

Goal F

Increase housing in the Urban Renewal District.

Objective F1

Promote development of diverse housing types and price points.

Objective F2

Support preservation and rehabilitation of existing housing, including historic preservation.

Objective F3

Encourage mixed-use development with the inclusion of residential units.

Objective F4

Support development that fits the community's current and future character and needs.

Goal G

Promote development of community, public arts, and culture in the Urban Renewal District to provide destinations that support a vibrant center for the community.

Objective G1

Develop civic amenities that contribute to an identifiable central core for commercial and pedestrian activity.

Objective G2

Improve the attractiveness of the central core to investors by adding community amenities, public art, and cultural features.

Objective G3

Preserve historic resources to anchor the past while creating the community's future.

Objective G4

Create a creek corridor master plan with Clean Water Services to address issues that hinder private investment in the Urban Renewal Area, such as uncertainty of buffer regulation. Link green infrastructure in the central core.

Objective G5

Provide public spaces and amenities to attract new businesses and residents to stimulate economic activity.

Objective G6

Integrate planning for the community, public arts, and culture with other planning efforts such as the Beaverton Civic Plan, Arts Master Plan, and Vision Action Plan.

Objective G7

Fund urban renewal improvements in proportion to the benefits to the Urban Renewal District and the City as a whole.

5 URBAN RENEWAL PROGRAM

In order to achieve the objectives of this Plan, some or all of the following projects will be undertaken by the BURA, and their implementation will proceed in accordance with applicable Federal, state, county and city laws, policies, and procedures. The BURA may undertake projects directly or may provide funding for projects undertaken by other public or private parties. The BURA may fund these projects in part or in whole. Other funding may be obtained from development partners, Federal and state grant funding, or other private and public sources.

Summary outline of major project activities:

- Street, streetscape, sidewalk, and parking improvements to reduce congestion, improve access and circulation, and enhance safety for pedestrian travel.
- Improvements to creeks in the downtown area and industrial area to alleviate flooding and provide certainty with regard to where development can occur.
- Incentives to property or business owners for redeveloping, developing, improving, preserving, or rehabilitating commercial, employment/industrial, mixed use, and residential properties and structures.
- Community identity improvements to create facilities necessary to spur quality development and thereby advance the civic life of the District.
- Promote partnerships to realize housing, transit-oriented, and mixed-use developments throughout the District.
- Improve streets and utilities and assist businesses with redevelopment or tenant improvements in the employment area of the District generally east of Highway 217.

Eligible expenditures include planning and undertaking projects specified in this Plan below and in compliance with ORS 457.170. Unless otherwise stated, the projects noted may be undertaken throughout the entire Central Beaverton Plan District. Typical costs associated with carrying out urban renewal plans include direct capital investments, planning activities, and staff and administrative costs of operating the BURA leading to implementation of the urban renewal projects. BURA will develop and adopt regulations and guidelines for project expenditures if BURA deems it appropriate, in coordination with Beaverton stakeholders. For more information about project costs please see the Beaverton Urban Renewal Report pages 39 through 41. BURA's adoption of program regulations and guidelines after Plan approval does not require an amendment to the Plan.

If the BURA engages in projects that include public buildings, tax increment funding shall only be used in proportion to the direct service or benefit to the District provided by the building, with other funding sources used for the remainder of the project costs. Any project that includes a public building must demonstrate how the building serves or benefits the District, in accordance with ORS 457.085(2)(j). Before any public building project is undertaken, the Plan shall be amended by Major Amendment adding the public building project to this Plan, and stating how the public building serves or benefits the District.

In order to achieve the objectives of this Plan, the following projects will be undertaken by the Beaverton Urban Redevelopment Agency.

INCENTIVE PROGRAMS APPROXIMATELY 7 PERCENT OF THE URBAN RENEWAL PROGRAM

Financial and technical assistance for property and/or business owners in the District to improve existing structures, investigate barriers to development or rehabilitation, and encourage additional investment in community facilities. Continue to look for sources of revenue to multiply or enhance urban renewal funds, such as private equity, private debt, historic preservation tax credits, New Market Tax Credits, Community Development Block Grant funds, EB5 programs, and Environmental Protection Agency funds, and other Federal, State and local programs.

Storefront Improvement and Historic Conservation.

Matching grant or loan program(s) to promote reinvestment and reuse of existing properties, including historic resources, and support expansion of retail/commercial services (potential partnerships with other public funding programs, as well as leveraging private reinvestment). Assist with preservation, rehabilitation, seismic safety upgrades, and/or energy efficiency.

Tenant Improvements.

Commercial and industrial tenant improvement assistance to fill vacancies and to promote job creation convenient to the central district workforce.

Predevelopment Assistance.

Grants/loans to fund studies, plans, and technical assistance for property owners to determine the ability and feasibility of development, thereby encouraging investment and increased use of land in the area. These activities could include, but are not limited to, geotechnical analyses, market and feasibility studies, environmental assessments, preliminary engineering, and/or design activities leading to redevelopment. Environmental clean up and remediation for

“brownfield” and similar properties supportive of redevelopment and leveraging private and federal resources.

JOINT INVESTMENT PARTNERSHIP PROGRAM APPROXIMATELY 33 PERCENT OF URBAN RENEWAL PROGRAM COSTS

Financial assistance for property and / or building owners to encourage quality rehabilitation, preservation, development, or redevelopment that supports the goals of this Plan, including central Beaverton revitalization and job retention/creation. Assistance can include grants and market or below-market loans, and can be applied to commercial, industrial, and mixed-use improvements. Assistance may be used for rehabilitation, preservation, redevelopment, development, and acquisition activities. Continue to look for sources of revenue to multiply or enhance urban renewal funds, such as private equity, private debt, New Market Tax Credits, Community Development Block Grant funds, EB5 programs, and other Federal, State and local programs.

Housing / Commercial / Transit Oriented Development.

- Provide financial and technical assistance for transit-oriented, mixed-use housing, commercial development and redevelopment or rehabilitation of existing housing stock to provide for the City's range of housing and commercial needs. Provide financial and technical assistance for new mixed-use commercial and office development that encourages a range of job opportunities.

Assistance to Development Community in terms of Catalytic Projects.

- Assistance could include infrastructure improvements not accounted for in the Transportation and Infrastructure category, such as land assembly from willing sellers, payment of systems development charges or traffic impact fees for development. Acquisition of parcels from **willing sellers** for the purpose of assembling properties into feasible sites for development or redevelopment, thereby increasing productive use of land.

Increase Capacity for Industrial Jobs.

- Assist in development of an employment district strategy that identifies infrastructure, parking and circulation needs, and other barriers to increased jobs density.
- Funding assistance to improve transportation circulation, infrastructure/utilities, and parking that will increase capacity for employment in the district and / or redevelopment of underused properties.

- Incentives for vertical industrial development to increase density of jobs.

COMMUNITY IDENTITY UPGRADES APPROXIMATELY 4 PERCENT OF URBAN RENEWAL PROGRAM COSTS

Improvements to public spaces and rights-of-way to improve the attractiveness and create the conditions necessary to recruit new businesses and private investments. Continue to look for sources of revenue to leverage, such as private equity, private debt, historic preservation tax credits, Community Development Block Grant funds, tax credits, EB5 programs, and other Federal, State and local programs.

Gateways and directional signage.

Improve wayfinding through the area with signage and identifiable landmarks. Create gateway features at:

- Canyon and Highway 217
- Canyon and Hocken
- Beaverton-Hillsdale Highway and Highway 217
- Farmington and Hocken
- Other areas as identified through the comprehensive plan

Streetscape improvements.

Streetscape improvements including street trees and landscaping, curb extensions, traffic calming enhancements, street lighting, street furniture, historic markers/signage, and other activities that support the revitalization goals of this Plan. All collector and arterial streets within the District area eligible for streetscape improvements that encourage private reinvestment, with primary emphasis on the following segments:

- Hall Boulevard / Watson Avenue
- Broadway Street
- Cedar Hills Boulevard
- Beaverton-Hillsdale Highway/ Farmington Road
- Canyon Road

Creek Enhancements.

Provide technical and financial support for wetland mitigation and other creek and floodplain improvements to support development certainty. Activities to include, but not limited to:

- Master plan for creek system restoration/enhancement in Central Beaverton to address floodplain issues and provide development certainty for property owners while increasing public access and connectivity via creek urban walkways.
- Financial assistance as guided by the creek master plan.

TRANSPORTATION AND INFRASTRUCTURE IMPROVEMENTS APPROXIMATELY 48 PERCENT OF THE URBAN RENEWAL PROGRAM COSTS

Improvements to public rights-of-way and infrastructure with the intention of decreasing block size; reducing traffic congestion; and increasing connectivity, universal accessibility, safety, and access to multi-modal options to and within the District. Improvements may include design, construction, repair, rehabilitation, or replacement of all or a portion of public rights of way, consistent with the Beaverton Transportation System Plan or the Beaverton Civic Plan. Street improvements may also include undergrounding of utilities and on-site stormwater management systems. Further planning will determine the specific nature of the improvements and will be in accordance with transportation standards established by the City and State, as applicable.

Street improvement projects include, but are not limited to, the following:

Transportation Connectivity and Safety Improvements:

- Improvements to Canyon Road, Farmington Road, and Beaverton-Hillsdale Hwy, which may consist of intersection improvements, installation of adaptive traffic signals, streetscape improvements to provide pedestrian refuges, and other similar measures.
- Improve roadway connectivity and accessibility to promote more robust and incremental development in key development sites.
- Assist with development and improvements to Beaverton Creek trails to aid in safe pedestrian and bicycle travel
- Install adaptive traffic signals along key auto corridors to reduce congestion

- Intersection improvements as identified by traffic impact analysis
- Improve transit station areas to provide user safety and universal accessibility
- Reduce flood frequency for 111th Avenue, 107th Avenue, and Allen Boulevard by raising the roadways
- Highway 217 at Allen Boulevard right-of-way acquisition

Sidewalk Infill.

Sidewalk infill, streetscape and pedestrian safety improvements, where missing, in Old Town and along Western Avenue, Dawson Avenue, 5th Street east of Western Avenue and 144th Avenue to complete the sidewalk network in this area and to support reinvestment for an economic development within existing structures.

Parking Structures.

Develop safe and convenient parking structures throughout Central Beaverton to support more intensive use of the land, a healthy business climate, and private investment. (Six one-acre parcels throughout downtown, according to Civic Plan goals, acquisition through **willing sellers** program).

Utility Upgrades.

Improve storm, sewer, and water utility systems to catalyze private growth and investment in the District, including undergrounding utilities.

- Modeling six specific areas for upgraded water, storm, and sewer.
- Upsizing water, storm, sewer for catalyst type projects.
- Undergrounding overhead utilities.

DEBT SERVICE AND OVERSIGHT 8 PERCENT OF THE URBAN RENEWAL PROGRAM COSTS

The bonding agencies who provide the service of selling the bonds require funding as does the finance department for financial oversight and for a project manager to implement the projects. This funding will pay for those necessary services.

6 PROPERTY ACQUISITION AND DISPOSITION PROCEDURES

The Plan authorizes the buying or receiving and selling, leasing, or otherwise conveying property for private development and public improvements in the District. Property purchased for private development must be obtained from property owners that are willing to sell, and the City will not obtain property for land assembly purposes from unwilling sellers. Property will only be obtained from unwilling sellers if the acquisition is for a public necessity and otherwise allowed by ORS 35.015.

At this time there are no specific properties identified for acquisition in this Plan as the acquisition program will be with appropriate negotiation with **willing sellers**.

Acquisition and Disposition for Private Development

Property acquisition for private development from willing sellers may be required to support development projects called for in this Plan. The Plan does not authorize the threat or use of eminent domain to acquire property for private development, in accordance with state law.

Property purchased by the BURA under the Plan shall be purchased at the value as determined and agreed to by the BURA and the willing seller.

Land sold or leased by the BURA for private development shall be sold or leased at its fair re-use value, which is the value at which the BURA determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in the Plan. Where land is sold or leased for private development, the BURA must obligate the purchaser or lessee to use the land for the purposes designated in the Plan and to begin the building of their improvements within a period of time, which the BURA determines is reasonable.

The identification of property for acquisition for private use is a Minor Plan Amendment and would follow the process outlined in Section 9, Minor Amendments.

Acquisition and Disposition for Public Improvements

The BURA may require property acquisition for public improvement projects authorized under the Plan. Interests in real property, including fee simple ownership, easements, leases, licenses, and other forms of ownership or use may be acquired for public improvement projects authorized in the Plan by all legal means, including use of eminent domain. Good faith negotiations for voluntary acquisition must occur prior to institution of eminent domain procedures. Procedures for property acquisition requiring eminent domain shall conform to all

statutory requirements. The exact property description and schedule for acquisition of land for a public improvement project will be determined based on the design and timing of the construction of the public improvement. The identification of property for acquisition for public improvement projects is a Minor Plan Amendment and would follow the process outlined in Section 9, Minor Amendments.

If the BURA acquires property for public improvement projects, the BURA will dispose of that property by conveyance to the appropriate public agency responsible for construction and long-term use or maintenance. The BURA may retain such property during construction of the improvement.

The schedule for disposition of land for a public improvement project will be consistent with the timing of the commencement (if another public agency will construct) or completion of construction (if the BURA will construct) of the public improvement.

7 RELOCATION ASSISTANCE

Relocation assistance is required by state law where residents and businesses are temporarily or permanently dislocated as a result of acquisition of property by a public entity. Those dislocated will be provided assistance in accordance with ORS 35.500-35.530 Relocation of Displaced Persons.

8 PLAN FINANCING

The BURA may borrow money and accept advances, loans, grants, dedications, conveyances, and any other form of financial assistance from Federal, state, regional, city, county, or any other public body, or from any sources, public or private, for the purposes of undertaking and carrying out this Plan. This Plan also authorizes any other financing as allowed by ORS Chapter 457.

The funds obtained by the BURA shall be used to pay or repay any costs, expenses, advancements, and indebtedness incurred in planning or undertaking project activities or in exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

The BURA proposes to finance the projects, in part or in whole, through tax increment financing as authorized by Article IX, Section 1c of the Oregon Constitution and ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of an urban renewal area is located, shall be divided.

Any indebtedness permitted by law and incurred by the BURA or the City in connection with planning for and adoption of this Plan may be repaid from tax increment funds collected on account of the Plan, when and if such funds are available.

The maximum indebtedness authorized under this Plan is \$150 million. The maximum indebtedness is within the limit of ORS 457.190(4) because it is less than \$319 million. Three Hundred and Nineteen Million Dollars is the maximum indebtedness that could be included in the Plan by calculation under ORS 457.190(4). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

The Maximum Indebtedness which may be issued or incurred under the plan shall be \$150 million, which shall be taken in increments, based upon the increase in the valuation of properties in the district over the life of the plan.

During the twentieth (20th) year after the assessor prepares the certified statement of the total assessed value of the Plan area pursuant to ORS 457.430 and before any additional debt is issued secured by the taxes distributed to BURA under ORS 457.435 or 457.440, the BURA shall undertake a complete analysis and projection of the ability of BURA to end the division of taxes thirty (30) years after the date of the certified statement. If such analysis projects BURA will not have the ability to end the division of taxes in that thirty (30) years, BURA may not issue future debt except in an amount that would allow ending the division of taxes in that thirty (30) years.

9 AMENDMENTS TO THE PLAN

This Plan may be amended as follows:

Substantial Amendments

ORS 457.220(3) and (4) limit the scope of certain Substantial Amendments to the Plan. ORS 457.220(2) requires any Substantial Amendments to the Plan be adopted in the same manner as the adoption of the Plan itself, which requires a vote of the citizens of Beaverton. Substantial Amendments must follow the same notice, hearing, and approval procedures required under ORS 457.085, 457.095, 457.105, and Beaverton City Charter, as applicable.

Substantial Amendments for the Plan are limited only to:

- Adding land to the District which totals more than one percent of the existing area;

- Increasing the maximum amount of indebtedness that can be issued or incurred under the Plan¹; and
- Amendments to add public buildings, other than parking garages, public restrooms and urban plazas and gathering spaces to the project list.

Minor Amendments

Minor Amendments are all other amendments to the Plan that are not Substantial Amendments. Minor amendments are effective when approved by adoption of a BURA resolution.

Amendments to the Comprehensive Plan or Zoning Code

Amendments to the City of Beaverton Comprehensive Plan or other adopted zoning and development regulations of the City of Beaverton that affect property in the Plan District shall govern land use in the Plan District and do not require separate approval by a BURA Plan amendment.

10 LAND USES

Land uses within the Area are governed by the Beaverton Comprehensive Plan and implemented in the Beaverton Development Code and Zoning Map. Development and future land uses will comply with the regulations prescribed in the Comprehensive Plan, adopted zoning, and development regulations of the City of Beaverton, and any other applicable local, county, regional, state or Federal laws regulating the use of property in the District.

The Comprehensive Plan and current zoning provides an indication of the development pattern and land uses that can be expected in the District. There are currently 14 zoning districts within the proposed URA boundary (see Figure 3 for a map of zoning in the area):

¹ Plans adopted on or after January 1, 2011, may be amended to increase the maximum indebtedness provided the aggregate of all amendments does not exceed 20 percent of the plan's initial maximum indebtedness (computed in accordance with ORS 457.220.). Maximum indebtedness may be amended greater than 20 percent with the concurrence of overlapping taxing districts as provided in ORS 457.470.

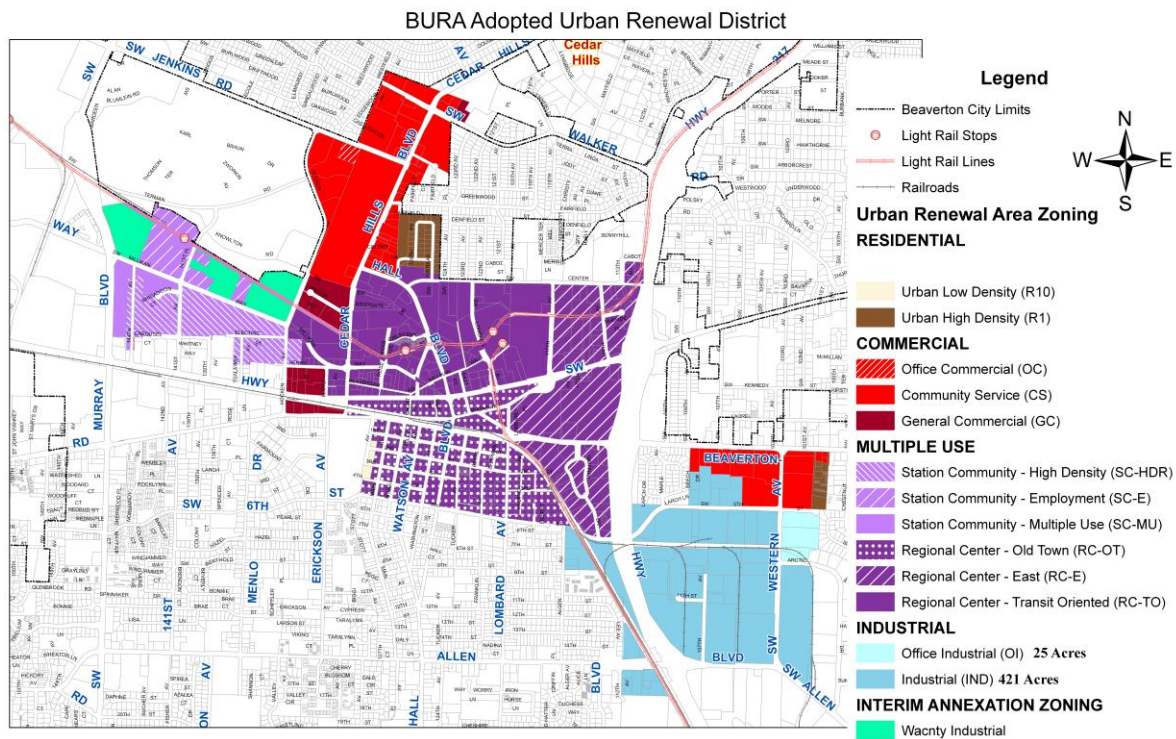


Figure 3 Zoning in the Urban Renewal District

Zone	Name	General Allowances
R10	Residential Urban Low Density	Low density residential sites <ul style="list-style-type: none"> Minimum net parcel area of 10,000 sf per unit
R2	Residential Urban Medium Density	Medium density residential development <ul style="list-style-type: none"> Minimum net parcel area of 2,000 sf per unit
R1	Residential Urban High Density	High density residential development <ul style="list-style-type: none"> Minimum net parcel area of 1,000 sf per unit.
OC	Office Commercial	Mix of professional offices and other compatible commercial purposes <ul style="list-style-type: none"> Minimum Setbacks: 20' front, 10 'side, 20' rear Maximum Building Height: 30' Medium density detached residential uses allowed at 4,000 sf per unit High density attached residential uses allowed at 1,000 sf per unit

Zone	Name	General Allowances
CS	Community Service	<p>Variety of business types compatible with and of similar scale to commercial activities found principally along the City's major streets.</p> <ul style="list-style-type: none"> • Minimum Setbacks: 20' front, 10' side, 20' rear • Maximum Building Height: 60' • Medium density detached residential uses allowed at 4,000 sf per unit • High density attached residential uses allowed at 1,000 sf per unit
GC	General Commercial	<p>Commercial uses requiring extensive land-intensive outdoor storage and/or display of merchandise, equipment, or inventory.</p> <ul style="list-style-type: none"> • Minimum Setbacks: 20' front, 10' side, 20' rear • Maximum Building Height: 60' • Medium density detached residential uses allowed at 4,000 sf per unit • High density attached residential uses allowed at 1,000 sf per unit
SC-HDR	Station Community - High Density Residential	<p>Generally located within one-half mile of light rail station platforms; primary uses are high density residential neighborhoods; other uses include commercial uses and parks that do not rely upon vehicular traffic access. Office and retail uses are only allowed within multiple use developments.</p> <ul style="list-style-type: none"> • Residential Density Minimum: 30 units per acre within 400' of LRT, 24 units per acre beyond; no maximum density • Floor Area Ratio: 0.40 minimum; 1.20 maximum within 400' of an LRT, 1.00 maximum beyond • Minimum Setbacks: 0' front, 0' side, 0' rear with exceptions - match abutting residential or multiple use zone standard for side and rear • Minimum Building Height: 22' through a Type 2 Design Review Application, no minimum if under Type 3 Design Review Application • Maximum Building Height: 100' within 400' of LRT station, 60' beyond
SC-E	Station Community - Employment	<p>Transit supportive development and pedestrian oriented in areas within approximately one-half mile of light rail transit stations; characterized by a mix of light industrial, institutional, and office uses with an overall expectation for development to achieve a district-wide intensity of 40 employees per acre.</p> <ul style="list-style-type: none"> • Floor Area Ratio: 0.35 minimum; 0.50-2.00 maximum • Minimum Setbacks of: 0' front, 0' side, 20' or 75' rear based on proximity to residential zone • Minimum Building Height: 22' through a Type 2 Design Review Application, no minimum if under Type 3 Design Review Application • Maximum Building Height: 40-100'

Zone	Name	General Allowances
SC-MU	Station Community – Multiple Use	<p>Generally within one-half mile of light rail station platforms; primary uses include office, retail, and services. Multiple use and residential developments are also permitted with no maximum residential density. Manufacturing and industrial uses are limited.</p> <ul style="list-style-type: none"> • Residential Density Minimum: 30 units per acre within 400' of an LRT, 24 units per acre beyond • Floor Area Ratio: 0.40 minimum; 1.20 maximum within 400' of an LRT, 1.00 maximum beyond • Minimum Setbacks: 0' front, 0' side, 0' rear, with exceptions - match abutting residential or multiple use zone standard for side and rear • Minimum Building Height: 22 ' through a Type 2 Design Review Application, no minimum if under Type 3 Design Review Application • Maximum Building Height: 100' within 400 feet of LRT station, 60' beyond
RC-OT	Regional Center – Old Town	<p>Encompasses the City of Beaverton's original downtown, intended to maintain the mix of uses, scale of development, and appearance that are characteristic of this historically significant area.</p> <ul style="list-style-type: none"> • Density for residential-only projects: 12 units per acre minimum, 40 units per acre maximum • Floor Area Ratio: 0.35 minimum • Minimum Setbacks: 0' front, 0' side, 0' rear, 20' side and rear abutting property zoned residential • Minimum Building Height: 22 ' through a Type 2 Design Review Application, no minimum if under Type 3 Design Review Application • Maximum Building Height: 40-75'
RC-E	Regional Center – East	<p>Adjacent to Highway 217 and generally more than a quarter-mile from the nearest light rail station; intended to support commercial activity and accommodate automobile oriented and lower intensity uses.</p> <ul style="list-style-type: none"> • Density for residential only projects: 12 units per acre minimum, 40 units per acre maximum • Floor Area Ratio: 0.30 minimum, 1.00 maximum for multiple use with residential • Minimum Setbacks: 0' front, 0' side, 0' rear, 20' side and rear abutting property zoned residential • Minimum Building Height: 22 ' through a Type 2 Design Review Application, no minimum if under Type 3 Design Review Application • Maximum Building Height: 80'

Zone	Name	General Allowances
RC-TO	Regional Center – Transit Oriented	<p>Transit-supportive multiple-use with pedestrian-oriented commercial center within approximately a quarter-mile of light rail and commuter rail transit stations.</p> <ul style="list-style-type: none"> • Density for residential-only projects: 20 units per acre minimum, 60 units per acre maximum • Floor Area Ratio: 0.60 minimum • Minimum Setbacks: 0' front, 0' side, 0' rear, 20' side and rear abutting property zoned residential • Minimum Building Height: 22 ' through a Type 2 Design Review Application, no minimum if under Type 3 Design Review Application • Maximum Building Height: 120'
OI	Office Industrial	<p>"Employment activity center" concept: areas of office, light manufacturing, with limited retail and services.</p> <ul style="list-style-type: none"> • Minimum Setbacks: 35' front, 10' side, 0' rear, 75' abutting residential • Maximum Building Height: 80 ' • No minimum or maximum FAR
IND	Industrial	<p>Manufacturing, distribution, industrial uses, and uses requiring processing, fabrication and storage, including outdoor storage areas, heavy equipment, and other uses not compatible in an Office Industrial area.</p> <ul style="list-style-type: none"> • Minimum Setbacks: 35' front, 10' side, 0' rear, 75' abutting residential • Maximum Building Height: 45' • No minimum or maximum FAR
WACnty	Interim Washington County Zoning	<p>Annexed properties in the District with interim Washington County zoning are all within the County Industrial zone.</p> <ul style="list-style-type: none"> • Minimum lot area: 1 Acre Type II procedure, 2 Acres Type III Procedure • Minimum Setbacks: 40' front, 20' side, 20' rear, 20' side and rear abutting property zoned residential • Minimum Building Height: 65' through a Type 2 Design Review Application, no minimum if under Type 3 Design Review Application • Maximum Building Height: 80' • Lot dimensions average lot width 100 ', minimum lot average lot depth 150 ', minimum lot width at the access point is 40' under a Type II procedure, lot width 200', lot depth 200' and lot width at access point 40 ' through a Type III procedure • Maximum lot coverage: Type II: 50%, Type III: 60%

Exhibit 1: Summary of Public Participation

BURA Board	April 5, 2010
BURA Community Advisory Committee	April 20, 2010
BURA Community Advisory Committee	May 18, 2010
BURA Board	June 7, 2010
BURA Community Advisory Committee	June 15, 2010
Autumn Ridge Picnic in the Park	July 6, 2010
Camille Park Picnic in the Park	July 13, 2010
BURA Community Advisory Committee	July 15, 2010
BURA Board	July 15, 2010
Schiffler Park Picnic in the Park	July 20, 2010
Central Beaverton Neighborhood Association	August 2, 2010
BURA Community Advisory Committee	August 3, 2010
Stakeholders group	August 10, 2010
Carolwood Park Picnic in the Park	August 10, 2010
Tualatin Valley Fire and Rescue Board Meeting	August 17, 2010
Two stakeholders group meetings	August 18, 2010
BURA Board	August 20, 2010
Beaverton Committee for Citizen Involvement	August 24, 2010
Citywide Open House	September 11, 2010
BURA Community Advisory Committee	September 14, 2010
Work Session with Washington County Board of County Commissioners	September 14, 2010
Five Oaks/Triple Creek Neighborhood Association Committee	September 14, 2010
Greenway and South Beaverton Neighborhood Association Committees	September 16, 2010
Denney Whitford/Raleigh West Neighborhood Association Committee	September 23, 2010
BURA Board	September 30, 2010
Tualatin Hills Park and Recreation District Board Meeting	October 4, 2010
BURA Community Advisory Committee	October 5, 2010
BURA Community Advisory Committee	October 12, 2010
Highland Neighborhood Association Committee	October 14, 2010
BURA Board	October 18, 2010
West Slope Neighborhood Association Committee	October 19, 2010
Neighbors SW/Sexton Mountain Neighborhood Association Committee	October 20, 2010
Vose Neighborhood Association Committee	October 21, 2010
Open House	October 27, 2010
Beaverton Chamber of Commerce	November 5, 2010
BURA Community Advisory Committee	November 5, 2010

Financial Working Group	January 4 and January 12, 2011
BURA Community Advisory Committee	January 18, 2011
BURA Board	January 24, 2011
BURA Community Advisory Committee	February 15, 2011
Tualatin Valley Fire and Rescue Work Session	February 22, 2011
BURA Board	February 28, 2011
Tualatin Hills Park and Recreation District Work Session	March 7, 2011
BURA Community Advisory Committee	March 29, 2011
Washington County Board of County Commissioners Work Session	March 29, 2011
BURA Community Advisory Committee	April 19, 2011
Planning Commission Work Session	April 20, 2011
BURA Board	April 25, 2011
Beaverton Committee for Citizen Involvement	April 25, 2011
Beaverton Chamber of Commerce Coffee Connection	May 6, 2011
BURA Community Advisory Committee	May 17, 2011
West Slope Neighborhood Association Committee	May 17, 2011
Greenway Neighborhood Association Committee	May 19, 2011
Neighbors Southwest Neighborhood Association Committee	May 19, 2011
Vose Neighborhood Association Committee	May 19, 2011
BURA Board	May 23, 2011
Tualatin Valley Fire and Rescue Resolution	May 24, 2011
Washington County Resolution	May 24, 2011
Planning Commission Public Hearing	June 1, 2011
Beaverton Central Neighborhood Association Committee	June 6, 2011
Highland Neighborhood Association Committee	June 9, 2011
West Beaverton Neighborhood Association Committee	June 9, 2011
BURA Board	June 14, 2011
Five Oaks/Triple Creek Neighborhood Association Committee	June 14, 2011
BURA Community Advisory Committee	June 21, 2011
City Council Public Hearing	June 21, 2011
Denney Whitford/Raleigh West Neighborhood Association Committee	June 23, 2011
Traffic Commission	July 7, 2011
City Council Meeting to Refer Plan to Voters	July 12, 2011
Schiffler Picnic in the Park (planned)	July 13, 2011
Beaverton Arts Commission (planned)	July 14, 2011
BURA Community Advisory Committee (planned)	July 19, 2011
Carolwood Picnic in the Park (planned)	July 22, 2011
BURA Board (planned)	July 25, 2011

Camille Picnic in the Park (planned)	August 3, 2011
Autumn Ridge Picnic in the Park (planned)	August 5, 2011
BURA Community Advisory Committee (planned)	August 16, 2011
BURA Board (planned)	August 22, 2011
Celebrate Beaverton Day (planned)	August 27, 2011
Beaverton Farmers' Market (planned)	September 17, 2011
Community Housing Fair (planned)	September 24, 2011
Beaverton Farmers' Market (planned)	October 22, 2011
Beaverton Farmers' Market (planned)	October 29, 2011

Exhibit 2: Legal Description of Boundary (survey)

LEGAL DESCRIPTION FOR

BEAVERTON URBAN RENEWAL BOUNDARY 2011-001

EXPLANATION: THIS LEGAL DESCRIPTION IS PREPARED FOR THE CITY OF BEAVERTON, TO ACCOMPANY AN EXHIBIT MAP OUT LINING A BOUNDARY WITHIN THE CITY OF BEAVERTON, WASHINGTON COUNTY, OREGON.

LYING WITHIN THE SOUTHEAST QUARTER (SE1/4) OF SECTION 8, SECTION 9, THE WEST HALF (W1/2) AND SOUTH HALF (S1/2) OF SECTION 10, THE NORTHEAST QUARTER (NE1/4) AND SOUTHWEST QUARTER (SW1/4) OF SECTION 15, A PORTION OF THE WEST HALF (W1/2) OF SECTION 14, A PORTION THE NORTHWEST QUARTER (NW1/4) OF THE NORTHWEST QUARTER (NW1/4) OF SECTION 23 AND A PORTION OF THE NORTH HALF (N1/2) OF SECTION 16 TOWNSHIP 1 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, WASHINGTON COUNTY, OREGON MORE PARTICULARLY DESCRIBES AS FOLLOWS:

BEGINNING AT A POINT ON THE WEST RIGHT OF WAY LINE OF SW MURRAY BOULEVARD FROM WHICH THE SOUTHWEST SECTION CORNER OF SAID SECTION 9 LYING 87.01 NORTH AND 45.75 FEET EAST OF SAID POINT OF BEGINNING;

THENCE NORTHERLY ALONG SAID WEST RIGHT OF WAY LINE BEING PARALLEL AND 45 FEET WEST OF COUNTY ROAD No. 2065 AND CURVING TO THE LEFT TO THE INTERSECTION OF THE SOUTH RIGHT OF WAY LINE OF SW MILLIKAN WAY;

THENCE CONTINUING WESTERLY ALONG SAID SOUTH RIGHT OF WAY LINE ALSO BEING THE SOUTH LINE OF GEORGE W. ELLIOTT D.L.C. No. 42, TO A POINT BEING ON THE WEST RIGHT OF WAY OF SAID SW MURRAY BOULEVARD;

THENCE NORTHERLY ALONG SAID WESTERLY RIGHT OF WAY LINE OF S.W. MURRAY BOULEVARD BEING A CURVE TO THE LEFT HAVING A RADIUS OF 1819.86 FEET AN ARC LENGTH OF 150 FEET MORE OR LESS TO THE SOUTHEAST CORNER OF MILLIKAN POINTE PLAT RECORDED AS DOCUMENT 2007111072;

THENCE NORTH $12^{\circ}12' \pm$ WEST, A DISTANCE OF 250.73 FEET ALONG THE WEST RIGHT OF WAY LINE OF S.W. MURRAY BOULEVARD TO AN ANGLE POINT AND BEING 70 FOOT EAST OF COUNTY ROAD No. 2065 CENTERLINE STATION 106+00 PER ODOT RIGHT OF WAY MAP No. 88-33-14;

THENCE NORTH $28^{\circ}44' \pm$ WEST, ALONG THE WEST RIGHT OF WAY LINE OF S.W. MURRAY BOULEVARD 350 FEET MORE OR LESS TO ITS INTERSECTION WITH PROJECTION OF THE SOUTHERLY LINE OF TRACT A OF TEKTRONIX BUSINESS PARK IN PLAT BOOK 123 PAGE 50;

THENCE NORTH $79^{\circ}46' \pm$ EAST ALONG SAID SOUTH PROJECTED LINE OF TRACT A 550 FEET MORE OR LESS TO THE SOUTHERLY LINE OF THE TRI-MET LIGHT RAIL RIGHT OF WAY LINE PER DOCUMENT 93079607 OF SAID TEKTRONIX BUSINESS PARK PLAT AND NORTHEAST CORNER OF LOT 12 THEREOF;

THENCE SOUTH $58^{\circ}50' \pm$ EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE OF TRI-MET RAIL, A DISTANCE OF 568.95 FEET PER SAID TEKTRONIX BUSINESS PARK PLAT TO THE NORTHEAST CORNER OF LOT 12 ALSO BEING THE WEST RIGHT OF WAY LINE OF S.W. SCHOTTKY TERRACE;

THENCE NORTH $14^{\circ}00' \pm$ WEST ALONG THE CONTINUATION OF THE WEST RIGHT OF WAY LINE, A DISTANCE OF 320 FEET MORE OR LESS TO THE SOUTH RIGHT OF WAY LINE OF S.W. TERMAN ROAD PER SAID TEKTRONIX BUSINESS PARK PLAT;

THENCE SOUTH $75^{\circ}59' \pm$ EAST ALONG SAID SOUTH RIGHT OF WAY LINE OF S.W. TERMAN ROAD, 54.00 FEET PER SAID TEKTRONIX BUSINESS PARK PLAT;

THENCE SOUTH $14^{\circ}00' \pm$ EAST ALONG THE EAST RIGHT OF WAY LINE OF S.W. SCHOTTKY TERRACE, 68.00 FEET TO THE NORTHWEST CORNER OF LOT 13 OF SAID TEKTRONIX BUSINESS PARK;

THE NEXT FOUR COURSES FOLLOW THE NORTH LINE OF SAID LOT 13

THENCE SOUTH $75^{\circ}59' \pm$ EAST, 228.41 FEET,

THENCE SOUTH $58^{\circ}58' \pm$ EAST, 486.43 FEET,

THENCE SOUTH $20^{\circ}23' \pm$ EAST, 97.60 FEET,

THENCE SOUTH $46^{\circ}26' \pm$ EAST 37.55 FEET TO THE WEST RIGHT OF WAY LINE OF S.W. SHANNON PLACE, ALSO BEING A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 330.00 FEET;

THENCE SOUTHERLY ALONG SAID CURVE AN ARC LENGTH OF 81.30;

THENCE SOUTH $25^{\circ}16' \pm$ WEST, A DISTANCE OF 125 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY LINE OF THE TRI-MET LIGHT RAIL PER DOCUMENT 93079607;

THENCE ALONG SAID NORTH RIGHT OF WAY LINE SOUTH $58^{\circ}49' \pm$ EAST, A DISTANCE OF 1240 FEET MORE OR LESS TO THE SOUTH WEST CORNER OF LOT 7 OF SAID TEKTRONIX BUSINESS PARK PLAT;

THE NEXT 3 COURSES FOLLOW LOT 7'S WEST AND NORTH BOUNDARY LINE PER SAID TEKTRONIX BUSINESS PARK PLAT:

THENCE NORTH $31^{\circ}10'$ EAST, 190.00 FEET,

THENCE NORTH $88^{\circ}48'$ EAST, 354.03 FEET,

THENCE SOUTH $68^{\circ}05'$ EAST, 310.00 FEET TO THE WEST RIGHT OF WAY LINE OF S.W. HOCKEN AVENUE;

THE NEXT 6 COURSES FOLLOW THE WEST RIGHT OF WAY LINE OF S.W. HOCKEN AVENUE PER SAID TEKTRONIX BUSINESS PARK PLAT:

THENCE NORTH $21^{\circ}54' \pm$ EAST, A DISTANCE OF 1335 FEET MORE OR LESS TO A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 374.00 FEET,

THENCE NORTHWESTERLY ALONG CURVE AN ARC LENGTH OF 280.45 FEET,

THENCE NORTH $21^{\circ}03' \pm$ WEST 679 FEET MORE OR LESS TO A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 626.00 FEET,

THENCE NORTHERLY ALONG CURVE AN ARC LENGTH OF 466.91 FEET,

THENCE NORTH $21^{\circ}41' \pm$ EAST 274.43 FEET,

THENCE NORTH $23^{\circ}18' \pm$ WEST, 63.64 FEET, TO THE SOUTH RIGHT OF WAY LINE OF S.W. JENKINS ROAD;

THENCE NORTHEAST PERPENDICULAR FROM SAID POINT 81.00 FEET TO THE NORTH RIGHT OF WAY LINE OF SAID S.W. JENKINS ROAD ALSO BEING A ON THE SOUTH LINE OF LOT 6, BLOCK 8 OF RIDGEVIEW MANOR ADDITION TO CEDAR HILLS IN BOOK 17, PAGE 5A AND 5B;

THENCE SOUTH $68^{\circ}18' \pm$ EAST, ALONG THE NORTH RIGHT OF WAY LINE OF SAID S.W. JENKINS ROAD, AND SOUTH LINE OF LOTS 6 THROUGH LOT 2 BLOCK 8 AND LOTS 4 THROUGH LOT 1 BLOCK 9 RIDGEVIEW MANOR ADDITION TO CEDAR HILLS IN BOOK 17, PAGE 5A AND 5B TO THE SOUTHEAST CORNER LOT 1 BLOCK 9 ALSO BEING THE WEST LINE OF THE WILLIAM F. HALL D.L.C. 44;

THENCE NORTHEASTERLY ALONG SAID WEST LINE OF THE WILLIAM F. HALL D.L.C. 44, TO THE NORTH WEST CORNER THEREOF 1278 FEET MORE OR LESS;

THENCE EASTERLY ALONG THE NORTH LINE OF THE WILLIAM F. HALL D.L.C. 44, 1015 FEET MORE OR LESS TO A FOUND $\frac{3}{4}$ INCH IRON PIPE AT THE NORTHEAST CORNER OF DESCRIBED PARCEL 4 IN RECORD OF SURVEY SN 24,880, ALSO WASHINGTON COUNTY RECORD 82011898;

THENCE SOUTH $29^{\circ}05' \pm$ WEST, A DISTANCE OF 145.78 FEET TO THE NORTH WEST CORNER OF DESCRIBED PARCEL 5 PER SAID RECORD OF SURVEY, ALSO WASHINGTON COUNTY RECORD 86024122;

THENCE SOUTH $61^{\circ} \pm$ EAST, A DISTANCE OF 102.58 FEET TO THE NORTHEAST CORNER OF SAID DESCRIBED PARCEL 5;

THENCE SOUTH $28^{\circ} \pm$ WEST 260 FEET MORE OR LESS TO THE SOUTH RIGHT OF WAY LINE OF S.W. WALKER ROAD ALSO BEING THE NORTH LINE OF LOTS 1, 2 AND 3 BLOCK 9 PER MAP OF CEDAR HILLS BLOCKS 4 THROUGH 12, ALSO BEING THE CITY OF BEAVERTON CITY LIMITS PER BC 3041 1992;

THENCE NORTHWEST ALONG SAID SOUTH RIGHT OF WAY AND SAID CITY LIMITS TO THE NORTHWEST CORNER OF LOT 3 BLOCK 9 OF SAID MAP OF CEDAR HILLS BLOCKS 4 THROUGH 12;

THENCE SOUTH ALONG THE WEST LINE OF BLOCK 9 OF SAID MAP OF CEDAR HILLS BLOCKS 4 THROUGH 12 TO THE SOUTHWEST CORNER OF LOT 15 BLOCK 9 ALSO BEING THE SOUTHEAST CORNER OF LOT 13 AS SHOWN IN PLAT BERNARD ACRES PER BOOK 8, PAGE 28, THIS LINE BEING THE CITY LIMITS PER 1971 DOCUMENT RES-1598;

THENCE WEST ALONG THE SOUTH LINE OF SAID BERNARD ACRES A DISTANCE OF 651.97 FEET TO THE NORTHWEST CORNER OF LOT 32, BLOCK 9 CEDAR HILLS PLAT PER BOOK 12 PAGE 26A, THIS LINE BEING THE CITY LIMITS PER 1971 DOCUMENT RES-1598;

THENCE SOUTH $22^{\circ} \pm$ WEST ALONG THE WESTERLY BOUNDARY LINE OF LOTS 32,33 AND 36 AND CONTINUING TO THE SOUTH RIGHT OF WAY LINE OF S.W. FAIRFIELD STREET, 378 FEET MORE OR LESS;

THENCE WEST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 30 FEET MORE OR LESS TO THE NORTHEAST CORNER OF LOT 30, BLOCK 17 CEDAR HILLS PLAT PER BOOK 12 PAGE 26A;

THENCE SOUTH ALONG THE EAST LINE OF SAID LOT 30, A DISTANCE OF 144.64 FEET TO THE SOUTHEAST CORNER OF SAID LOT 30;

THENCE EAST ALONG THE SOUTH LINE OF BLOCK 17 OF SAID CEDAR HILLS PLAT PER BOOK 12 PAGE 26A TO THE SOUTHEAST CORNER OF LOT 19 OF SAID BLOCK 17;

THENCE SOUTH, ALONG LOTS 16 THROUGH LOT 1, BLOCK 17 OF CEDAR HILLS PLAT PER BOOK 12 PAGE 26A, 1050 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY LINE OF S.W. CENTER STREET;

THENCE EAST ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID S.W. CENTER STREET A DISTANCE OF 2936 MORE OR LESS TO AN ANGLE POINT WITH THE WEST RIGHT OF WAY LINE OF S.W. 113TH AVENUE;

THENCE NORTHEAST 65 FEET MORE OR LESS TO A POINT BEING 40 FEET WEST OF THE CENTERLINE OF SAID S.W. 113TH AVENUE ALSO BEING AN ANGLE POINT ALONG THE RIGHT OF WAY;

THENCE NORTH 460 FEET MORE OR LESS INTERSECTING THE NORTH RIGHT OF WAY LINE OF CABOT STREET;

THENCE EAST ALONG THE NORTH RIGHT OF WAY LINE OF SAID CABOT STREET 416 MORE OR LESS TO INTERSECT THE WESTERLY RIGHT OF WAY LINE OF BEAVERTON TIGARD HIGHWAY (STATE HIGHWAY 217);

THENCE SOUTHEASTERLY ALONG THE WEST RIGHT OF WAY OF SAID STATE HIGHWAY 217 A DISTANCE OF 3700 FEET MORE OR LESS TO THE INTERSECTION OF THE NORTH RIGHT OF WAY LINE OF S.W. 5TH STREET;

THENCE EAST ALONG THE SAID NORTH RIGHT OF WAY LINE OF S.W. 5TH STREET A DISTANCE OF 350 FEET MORE OR LESS TO THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF STATE HIGHWAY 217 AND THE NORTH RIGHT OF WAY LINE OF S.W. 5TH STREET AS SHOWN IN PLAT No. 1992-075;

THENCE NORTH $02^{\circ}22' \pm$ WEST ALONG SAID EAST LINE OF STATE HIGHWAY 217, A DISTANCE OF 211.11 FEET TO AN ANGLE POINT;

THENCE NORTH $5^{\circ}32' \pm$ WEST, ALONG SAID EAST RIGHT OF WAY A DISTANCE OF 285.44 FEET ALSO INTERSECTING THE NORTH LINE OF THE THOMAS H. DENNY D.L.C. 47;

THENCE NORTH $89^{\circ}46' \pm$ EAST, ALONG SAID NORTH LINE OF THE THOMAS H. DENNY D.L.C. 47 COMMON TO THE NORTH RIGHT OF WAY LINE OF S.W. 5TH STREET AND ALSO COMMON TO THE SOUTH LINE OF THE SANDBERG SUBDIVISION PLAT PER BOOK 13 PAGE 35, A DISTANCE OF 930 FEET MORE OR LESS TO THE EAST LINE OF SANDBERG SUBDIVISION PROJECTED SOUTH TO SAID D.L.C. LINE;

THENCE NORTH ALONG SAID EAST LINE OF SANDBERG SUBDIVISION COMMON TO BLOCK 4, A DISTANCE OF 1080 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY LINE OF S.W. BEAVERTON HILLSDALE HIGHWAY;

THENCE EAST ALONG SAID NORTH RIGHT OF WAY LINE TO THE INTERSECTION OF THE EAST LINE OF THE LOCKERMAN D.L.C. 45;

THENCE SOUTH ACROSS BEAVERTON HILLSDALE HIGHWAY TO THE NORTH EAST CORNER OF McMILLAN ACRES AS RECORDED IN BOOK 10, PAGE 39;

THENCE CONTINUING SOUTH ALONG THE WEST LINE OF SAID McMILLAN ACRES, A DISTANCE OF 969 FEET MORE OR LESS TO THE SOUTHWEST CORNER OF LOT 35 OF SAID McMILLAN ACRES ALSO BEING A POINT ON THE NORTH LINE OF THE THOMAS H. DENNY D.L.C. 47;

THENCE WEST ALONG THE NORTH LINE OF SAID THOMAS H. DENNY D.L.C. 47, A DISTANCE OF 93.66 FEET TO THE NORTHWEST CORNER OF LOT 16 BLOCK 4 ROYAL WOODLANDS No. 2 AS SHOWN IN BOOK 19, PAGE 16;

THENCE SOUTH ALONG THE WEST LINE OF BLOCK 4 OF SAID ROYAL WOODLANDS No. 2 TO THE MOST SOUTHERLY WEST CORNER OF LOT 11, BLOCK 4 ROYAL WOODLANDS No. 2, ALSO BEING A POINT OF THE NORTHERLY BOUNDARY OF THE SOUTHERN PACIFIC BEAVERTON INDUSTRIAL PARK AS SHOWN IN BOOK 48, PAGE 2;

THENCE NORTHWESTERLY ALONG A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 1511.00 FEET, AN ARC LENGTH OF 20 MORE OR LESS TO THE LOT LINE OF TRACT B AND LOT 10 OF SAID SOUTHERN PACIFIC BEAVERTON INDUSTRIAL PARK PLAT ALSO BEING A NON-TANGENT CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 57.00 FEET;

THENCE SOUTHERLY ALONG SAID CURVE AN ARC LENGTH OF 74.62 FEET TO A REVERSE CURVE HAVING A RADIUS OF 43.00 FEET;

THENCE SOUTHERLY ALONG SAID REVERSE CURVE AN ARC LENGTH OF 67.54 FEET, THROUGH A CENTRAL ANGLE OF 90°00'00";

THENCE SOUTH 13°55' WEST, ALONG THE WEST LOT LINE OF SAID LOT 10 SOUTHERN PACIFIC BEAVERTON INDUSTRIAL PARK, A DISTANCE OF 146.95 TO THE NORTHEASTERLY RIGHT OF WAY LINE OF S.W. ARCTIC DRIVE;

THENCE SOUTHEASTERLY CROSSING SAID S.W. ARCTIC DRIVE 85 FEET MORE OR LESS TO THE NORTHEAST CORNER OF DESCRIBED LOT 11 OF SAID SOUTHERN PACIFIC BEAVERTON INDUSTRIAL PARK;

THENCE SOUTH 18°36' ± EAST, ALONG THE WEST BOUNDARY LINE OF SAID LOT 11, A DISTANCE OF 271.50 FEET;

THENCE SOUTH 0°16 ± EAST, ALONG THE WEST BOUNDARY LINE OF SAID LOT 11, A DISTANCE OF 1378.11 FEET TO THE SOUTHWEST CORNER OF SAID LOT 11;

THENCE SOUTH 89°43' ± EAST, ALONG THE SOUTH LOT LINE OF SAID LOT 11, A DISTANCE OF 11.50 FEET BEING THE NORTHWEST CORNER OF LOT 12 AND THE NORTHEAST CORNER OF TRACT B OF SAID SOUTHERN PACIFIC BEAVERTON INDUSTRIAL PARK;

THENCE SOUTH 0°16 ± EAST, ALONG THE WEST BOUNDARY LINE OF SAID LOT 12, A DISTANCE OF 609.76 MORE OR LESS FEET TO THE SOUTHWEST CORNER OF SAID LOT 12 ALSO BEING ON THE NORTHERLY RIGHT OF WAY LINE OF S.W. ALLEN BOULEVARD;

THENCE SOUTHWEST AT RIGHT ANGLE TO SAID S.W. ALLEN BOULEVARD, A DISTANCE OF 80 FEET MORE OR LESS TO THE SOUTHWESTERLY RIGHT OF WAY OF SAID S.W. ALLEN BOULEVARD ALSO BEING THE NORTHEASTERLY CORNER OF DESCRIBED LOT 12 AS SHOWN IN PARTITION PLAT No. 2010-025 A REPLAT OF A PORTION OF LOT 12 OF SAID SOUTHERN PACIFIC BEAVERTON INDUSTRIAL PARK;

THENCE NORTH 50°06 ± WEST, ALONG SAID SOUTHWESTERLY RIGHT OF WAY LINE OF S.W. ALLEN BOULEVARD TO A CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 723.00 FEET;

THENCE NORTHWESTERLY ALONG SAID CURVE AN ARC LENGTH OF 186.32 FEET THROUGH A CENTRAL ANGLE OF 14°45'55";

THENCE CONTINUING WESTERLY ALONG THE SOUTH RIGHT OF WAY LINE OF SAID S.W. ALLEN BOULEVARD, SAID RIGHT OF WAY VARIES IN WIDTH, A DISTANCE OF 1250 MORE OR LESS TO THE NORTHEAST CORNER OF DESCRIBED TAX LOT 300 AS SHOWN IN RECORD OF SURVEYS

S.N. 18,490, S.N. 19,503 AND S.N. 14324;

THENCE SOUTH $81^{\circ}39' \pm$ WEST, ALONG SAID S.W. ALLEN BOULEVARD, A DISTANCE OF 246.10 FEET MORE OR LESS TO AN ANGLE POINT BEING AT CENTERLINE STATION 227+35 AND 232.80 FEET FROM THE CENTERLINE OF STATE HIGHWAY 217 AS SHOWN IN RECORD OF SURVEY S.N. 19,503;

THENCE SOUTH $9^{\circ}30' \pm$ WEST, 83.74 FEET MORE OR LESS TO AN ANGLE POINT BEING AT CENTERLINE STATION 228+00 AND 180.00 FEET, EAST OF STATE HIGHWAY 217 CENTERLINE AS SHOWN IN SAID RECORD OF SURVEY S.N. 19,503;

THENCE SOUTH $14^{\circ}04' \pm$ EAST, ALONG THE EAST RIGHT OF WAY LINE OF STATE HIGHWAY 217, A DISTANCE OF 310.53 FEET TO AN ANGLE POINT ALSO BEING AT CENTERLINE STATION 231+16 AND 100.00 FEET EAST OF SAID HIGHWAY 217 CENTERLINE;

THENCE WESTERLY, A DISTANCE OF 400 FEET MORE OR LESS TO THE NORTHERLY MOST CORNER OF LOT 6 BEVEST INDUSTRIAL PARK AS SHOWN IN BOOK 34, PAGE 15A, ALSO BEING ON THE WEST RIGHT OF WAY LINE OF SOUTHERN PACIFIC RAILROAD;

THENCE WESTERLY, A DISTANCE OF 817 FEET, MORE OR LESS TO A POINT ON THE WEST RIGHT OF WAY LINE OF S.W. 112TH STREET, ALSO BEING THE SOUTHEAST CORNER OF LOT DESCRIBED AND SHOWN IN RECORD OF SURVEY S.N. 13,474;

THENCE NORTHERLY ALONG THE WEST RIGHT OF WAY LINE OF SAID S.W. 112TH STREET, A DISTANCE OF 410 FEET MORE OR LESS;

THENCE NORTHWESTERLY ALONG SAID RIGHT OF WAY, 46 FEET MORE OR LESS TO THE INTERSECTION OF THE SOUTH RIGHT OF WAY LINE OF S.W. ALLEN BOULEVARD;

THENCE NORTH ACROSS S.W. ALLEN BOULEVARD TO THE SOUTHWEST CORNER OF LOT 4 BLOCK 6 A DISTANCE OF 236 MORE OR LESS ALSO COMMON WITH THE EAST RIGHT OF WAY LINE OF S.W. LEE AVENUE AND THE NORTH RIGHT OF WAY LINE OF S.W. ALLEN BOULEVARD;

THENCE NORTH $89^{\circ}12' \pm$ EAST, A DISTANCE OF 97 FEET TO THE SOUTHEAST CORNER OF LOT 4 BLOCK 6 SELLWOOD ADDITION PLAT IN BOOK 14, PAGE 29;

THENCE NORTHERLY ALONG THE EAST BOUNDARY OF SAID SELLWOOD ADDITION PLAT, A DISTANCE OF 679 FEET MORE OR LESS TO THE SOUTHERLY RIGHT OF WAY OF THE SOUTHERN PACIFIC RAILROAD;

THENCE NORTH $31^{\circ}45' \pm$ WEST, ALONG THE SAID SOUTHERN RIGHT OF WAY LINE A DISTANCE OF 368.1 FEET TO THE MOST NORTHEAST CORNER OF LOT 10 BLOCK 6 SELLWOOD ADDITION PLAT IN BOOK 14, PAGE 29 ALSO BEING THE SOUTHEAST CORNER OF SEQUOIA PARK A CONDOMINIUM IN BOOK 3, PAGE 24;

THENCE CONTINUING ALONG SOUTHWESTERLY RIGHT OF WAY LINE OF SAID SOUTHERN PACIFIC RAILROAD AND EASTERLY BOUNDARY LINE OF SAID SEQUOIA PARK, NORTH $31^{\circ}45' \pm$ WEST, A DISTANCE OF 500.51 FEET TO THE NORTHEAST CORNER THEREOF;

THENCE SOUTH $89^{\circ}48' \pm$ WEST, ALONG THE NORTH LINE OF SAID SEQUOIA PARK, A DISTANCE OF 198.16 FEET TO THE MOST NORTHERLY WEST CORNER THEREOF;

THENCE CONTINUING SOUTH $89^{\circ}48' \pm$ WEST, TO INTERSECT THE WEST RIGHT OF WAY LINE OF S.W. ALGER AVENUE, A DISTANCE OF 290 FEET MORE OR LESS;

THENCE NORTH, ALONG THE WEST RIGHT OF WAY LINE OF SAID S.W. ALGER AVENUE, A DISTANCE OF 670 FEET MORE OR LESS TO THE SOUTH RIGHT OF WAY LINE OF S.W. 5TH STREET;

THENCE NORTHWEST ALONG THE SOUTH RIGHT OF WAY LINE OF S.W. 5TH STREET, A DISTANCE OF 977 FEET MORE OR LESS TO AN ANGLE POINT BEING THE INTERSECTION OF THE WEST RIGHT OF WAY LINE OF S.W. LOMBARD AVENUE;

THENCE CONTINUING NORTHWEST ALONG SAID SOUTH RIGHT OF WAY OF S.W. 5TH STREET, A DISTANCE OF 2390 FEET MORE OR LESS TO THE NORTHWEST CORNER OF LOT 4, BLOCK 31 OF MAP OF BEAVERTON AS SHOWN IN BOOK 1, PAGE 1;

THENCE SOUTHWESTERLY ALONG SAID SOUTH RIGHT OF WAY LINE TO AN INTERSECTION WITH THE PROJECTION OF THE WEST RIGHT OF WAY LINE OF S.W. STOTT AVENUE AND ALSO BEING THE NORTHEAST CORNER OF CENTRAL PARK PHASE III, PER BOOK 1 PAGE 39;

THENCE NORTHWESTERLY TO THE NORTH RIGHT OF WAY LINE OF SAID S.W. 5TH STREET AND BEING A POINT ON THE EAST LINE OF LOT 2 OF THE A. MEIER ESTATE ADDITION TO BEAVERTON;

THENCE NORTHERLY ALONG THE EAST LINE OF LOT 2 OF SAID THE A. MEIER ESTATE ADDITION TO BEAVERTON TO THE INTERSECTION OF THE PROJECTED NORTH RIGHT OF WAY LINE OF S.W. 5TH STREET ALSO BEING ON THE WEST RIGHT OF WAY LINE OF S.W. STOTT AVENUE;

THENCE EAST ALONG SAID PROJECTED NORTH RIGHT OF WAY LINE OF SAID S.W. 5TH STREET TO THE WEST LINE OF VACATED PORTION OF S.W. STOTT AVENUE PER DOCUMENT BOOK 382, PAGE 306;

THENCE NORTH ALONG SAID VACATED PORTION OF S.W. STOTT, A DISTANCE OF 260 FEET MORE OR LESS ALSO BEING DESCRIBED IN VACATION FOR S.W. STOTT AVENUE DOCUMENT IN BOOK 382, PAGE 306;

THENCE WEST TO THE WEST RIGHT OF WAY LINE OF S.W. STOTT AVENUE PER SAID VACATION DOCUMENT 30 FEET MORE OR LESS;

THENCE NORTHEASTERLY ALONG THE SAID WEST RIGHT OF WAY LINE OF S.W. STOTT AVENUE, A DISTANCE OF 980 FEET TO THE INTERSECTION OF THE SOUTH RIGHT OF WAY LINE OF S.W. FARMINGTON ROAD ALSO BEING THE NORTH EAST CORNER OF THE BEAVERTON SCHOOL DISTRICT;

THENCE SOUTHWESTERLY ALONG THE SOUTH RIGHT OF WAY OF S.W. FARMINGTON ROAD TO ITS INTERSECTION OF THE PROJECTED WEST RIGHT OF WAY LINE OF S.W. HOCKEN AVENUE A DISTANCE OF 1477 FEET MORE OR LESS;

THENCE NORTH ALONG SAID WEST RIGHT OF WAY LINE OF S.W. HOCKEN AVENUE, A DISTANCE OF 848 FEET MORE OR LESS TO THE NORTHEAST CORNER OF PARTITION PLAT 1996-003 AND ALSO BEING THE SOUTH RIGHT OF WAY LINE OF S.W. HENRY AVENUE;

THENCE NORTH $85^{\circ}43' \pm$ WEST ALONG SAID SOUTH RIGHT OF WAY, A DISTANCE OF 203.97 FEET AS SHOWN IN PARTITION PLAT 1996-003;

THENCE NORTH $00^{\circ}07' \pm$ EAST, A DISTANCE OF 15.04 FEET;

THENCE NORTH $85^{\circ}43' \pm$ WEST, A DISTANCE OF 98.81 FEET TO THE NORTHWEST CORNER OF SAIS PARTITION PLAT 1996-003;

THENCE CONTINUING NORTHWEST TO A POINT ON THE EAST BOUNDARY LINE OF THE TUALADALE PLAT IN BOOK 13, PAGE 19, SAID POINT BEING ON THE EAST LINE OF LOT 9 OF TUALADALE PLAT;

THENCE SOUTH ALONG SAID EAST LOT LINE, A DISTANCE OF 45 FEET MORE OR LESS TO THE SOUTHEAST CORNER OF SAID LOT 9;

THENCE NORTH $89^{\circ}50' \pm$ WEST, A DISTANCE OF 268.60 FEET TO THE SOUTHWEST CORNER OF LOT 10 OF SAID TUALADALE PLAT;

THENCE NORTH $00^{\circ}22'$ WEST, A DISTANCE OF 158.00 FEET TO THE NORTHWEST CORNER LOT 19 OF TUALADALE PLAT, ALSO BEING THE SOUTH RIGHT OF WAY LINE OF S.W. ELECTRIC AVENUE IS SHOWN IF SAID PLAT;

THENCE NORTH $89^{\circ}50' \pm$ WEST, A DISTANCE OF 130.88 FEET;

THENCE NORTH $00^{\circ}18' \pm$ WEST, A DISTANCE OF 25.00 FEET;

THENCE NORTH $89^{\circ}51' \pm$ WEST, A DISTANCE OF 237.51 FEET TO THE EAST RIGHT OF WAY LINE OF S.W. 139TH AVENUE;

THENCE SOUTH ALONG SAID RIGHT OF WAY 75 FEET MORE OR LESS, TO ITS INTERSECTION FROM A PROJECTION LINE OF THE SOUTH RIGHT OF WAY LINE OF S.W. WHITNEY WAY;

THENCE WESTERLY ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 430 FEET MORE OR LESS TO THE EAST RIGHT OF WAY LINE OF S.W. 141ST AVENUE;

THENCE SOUTH ALONG SAID EAST RIGHT OF WAY A DISTANCE OF 12 FEET MORE OR LESS TO THE INTERSECTION OF THE PROJECTED LINE FROM THE SOUTH RIGHT OF WAY LINE OF S.W. CAROUSEL COURT;

THENCE WEST ALONG SAID S.W. CAROUSEL COURT, A DISTANCE OF 402 FEET MORE OR LESS TO A CURVE CONCAVE TO THE SOUTH, HAVING A RADIUS OF 12 FEET ALSO BEING A POINT ON LOT 12 AS SHOWN IN QUAD 141 BOOK 41, PAGE 31;

THENCE SOUTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 8.40 FEET, THROUGH A CENTRAL ANGLE OF $40^{\circ}07'10''$ TO A REVERSE CURVE HAVING A RADIUS OF 56.00 FEET;

THENCE WESTERLY AND NORTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 127.17 FEET TO THE NORTHEAST CORNER LOT 9, PER SAID PLAT OF QUAD 141;

THENCE SOUTH $83^{\circ}43' \pm$ WEST, A DISTANCE OF 140.00 FEET PER SAID PLAT OF QUAD 141, ALSO BEING THE NORTHWEST CORNER OF LOT 9;

THENCE SOUTH ALONG THE WEST LINE OF SAID PLAT OF QUAD 141, A DISTANCE OF 15 FEET MORE OR LESS TO THE SOUTHEAST CORNER OF DESCRIBED LOT IN DOCUMENT No. 2004-145416;

THENCE SOUTH $89^{\circ}54' \pm$ WEST ALONG SAID DESCRIBED LOT, A DISTANCE OF 135 FEET MORE OR LESS TO THE SOUTHWEST CORNER OF LOT DESCRIBED BY SAID DOCUMENT No. 2004-145416 TO THE EAST RIGHT OF WAY LINE OF S.W. 144TH AVENUE;

THENCE SOUTH ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 200 FEET MORE OR LESS TO A POINT OF INTERSECTION WITH THE NORTH PROPERTY LINE OF DESCRIBED LOT V(5) IN DOCUMENT No. 95081893 PROJECTED EAST;

THENCE WEST ALONG SAID PROJECTED LINE AND BEING THE NORTH LINE OF RECORDED DOCUMENT No. 95081893 A DISTANCE OF 125 FEET MORE OR LESS TO THE NORTHWEST CORNER THEREOF;

THENCE NORTH $0^{\circ}05' \pm$ WEST, A DISTANCE OF 213 MORE OR LESS TO THE SOUTHEAST CORNER OF DESCRIBED LOT AS SHOWN IN RECORD OF SURVEY No. 23,581;

THENCE SOUTH $88^{\circ}54' \pm$ WEST, A DISTANCE OF 183.07 FEET PER SAID SURVEY 23,581;

THENCE NORTH $81^{\circ}37' \pm$ WEST, A DISTANCE OF 34.45 FEET TO THE EAST RIGHT OF WAY LINE OF S.W. MURRAY BOULEVARD;

THENCE WEST, A DISTANCE OF 90 FEET MORE OR LESS TO THE WEST RIGHT OF WAY LINE OF SAID S.W. MURRAY BOULEVARD AND THE POINT OF BEGINNING.

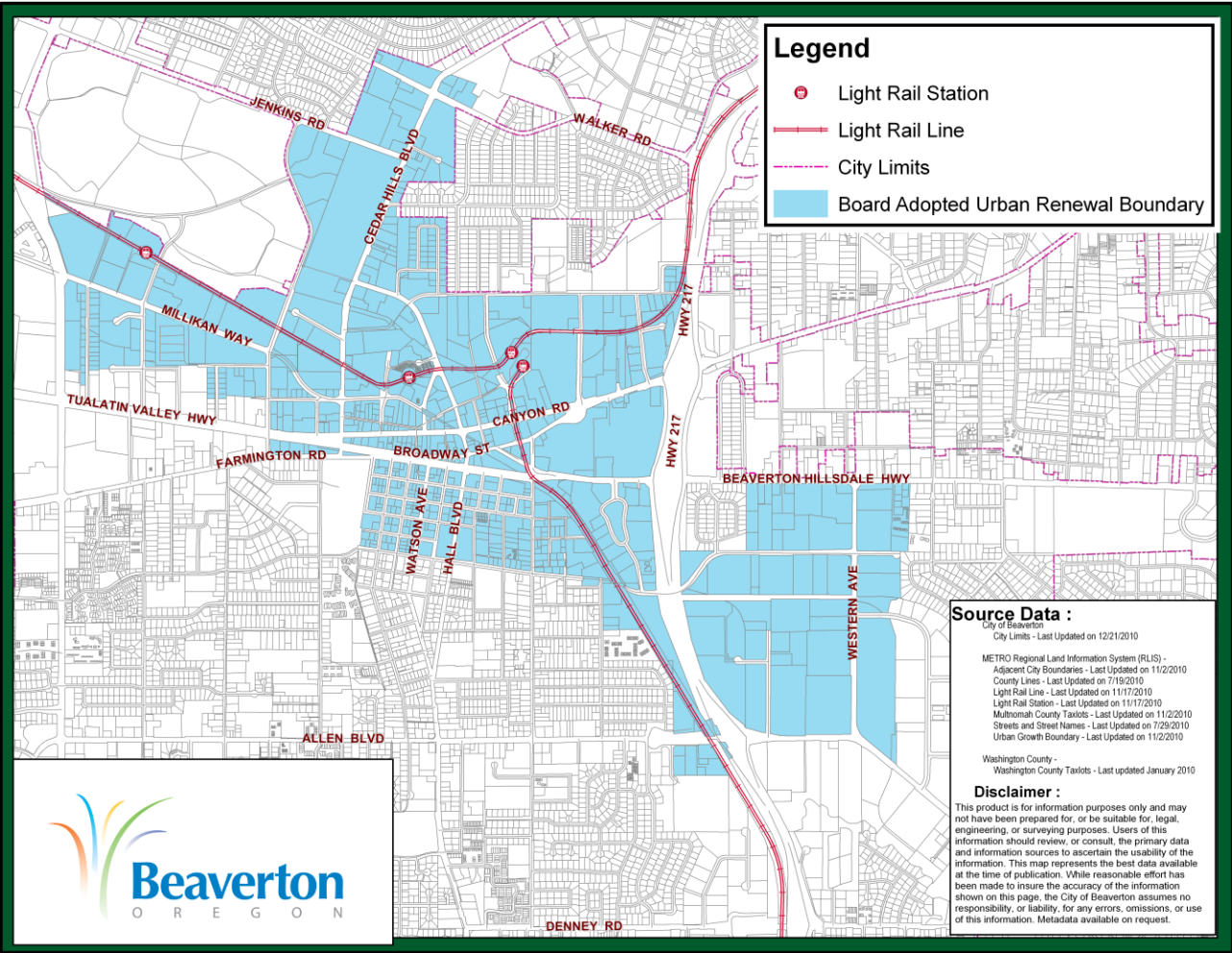


Exhibit 3: Relationship to Local Plans and Objectives

The City of Beaverton has a variety of plans that contain goals and policies applicable to the District. These plans adopted by the Beaverton City Council include the Beaverton Comprehensive Plan, the Transportation System Plan, the City of Beaverton Strategic Plan, and the Beaverton Community Vision. The Beaverton Civic Plan is currently under development and implements many aspects of the Beaverton Community Vision.

Beaverton Comprehensive Plan

City of Beaverton Comprehensive Plan, adopted January 8, 2002 via Ordinance 4187, as amended through December 27, 2010.

Chapter 2. Public Involvement Element

- *Enhance citizen involvement and participation.*
- *The Planning Commission, Council, and other decision- making bodies shall use their best efforts to involve the public in the planning process.*

FINDING: In developing the Urban Renewal Plan, the City has implemented a public involvement program with open houses, civic events, and a citizen advisory committee. If approved by the voters of Beaverton, the BURB Board will appoint an advisory committee to implement the plan that will include diverse stakeholders. Exhibit 1 to this Plan provides a summary of public participation.

Chapter 3. Land Use Element

- *Goal 3.4.1. Provide a policy framework for community designed to establish a positive identity while enhancing livability.*
 - a. The City, through its development review process, shall apply urban design standards to guide public and private investment toward creating a positive community identity.
 - b. The City's urban design standards shall promote creation of public spaces and a good pedestrian environment.
 - c. Existing overhead utilities shall be placed underground in all parts of the community in conjunction with development.
 - f. Historic buildings, structures, and sites shall be identified on the City's Statewide Planning Goal 5 Inventories, Volume III of this Plan, and protected to the extent practicable.

- g. Ensure public and private facilities, especially essential public facilities, are available and provided at the time of development to reduce initial and long-range costs to City businesses and residents.

FINDING: The Urban Renewal Plan proposes programs to assist with community identity, creation of public spaces and pedestrian environments, underground utilities, rehabilitate historic structures, and provide essential facilities for development.

- *Goal 3.5.1. Beaverton mixed-use areas that develop in accordance with community vision and consistent with the 2040 Growth Concept.*
 - a. Regulate new development in Regional Centers, Town Centers, Station Communities and Main Streets to ensure compact urban development.
 - b. Allow a mix of complementary land use types, which may include housing, retail offices, small manufacturing or industry, and civic uses to encourage compact neighborhoods with pedestrian-oriented streets in order to promote:
 - Independence of movement, especially for the young and elderly to enable them to conveniently walk, cycle, or ride transit;
 - Safety in commercial areas, through round-the –clock presence of people;
 - Reduction in auto use, especially for shorter trips;
 - Support for those who work at home, through the nearby services and parks; and
 - A range of housing choices so that people of varying cultural, demographic, and economic circumstances may find places to live.
 - c. Design streets and adjacent buildings within mixed-use land use designations to ensure a setting that is attractive and accessible to multiple transportation modes, including pedestrians, bicycles, transit riders, and motor vehicles.
 - d. Incorporate pedestrian and bicycle connections into an area-wide network of public and private open space.
 - e. Promote pedestrian safety by designing streets and pedestrian areas that encourage pedestrian use both day and night, reflect local access functions and use land efficiently.

- f. Regulate the design and construction of streets, intersections, and parking facilities to ensure pedestrian safety and convenience.
- g. Promote use of multiple level parking structures with ground floor storefront design to accommodate parking needs while avoiding dispersal of commercial activities and discontinuity of retail activities.
- h. Improve designated pedestrian-oriented streets and intersections to stimulate safe, enjoyable walking.
- i. Provide usable open spaces throughout mixed-use areas, acknowledging such open spaces will generally be smaller and more intensively developed through open spaces in a more suburban setting.

FINDING: The Urban Renewal Plan proposes programs and projects to comply with the Regional Center, Station Community, and Industrial land use designations within the District. Additionally, the program includes joint investment partnerships to stimulate mixed-use development. Pedestrian, bicycle, and transit are priorities for road improvements as is the movement and mobility of vehicles. Potential parking lots are recommended to be placed in six pedestrian districts identified in the Civic Plan. The recommendation is to acquire six strategically located one-acre parking lots to transform into parking structures in the future. Useable open space is a potential benefit from providing certainty for developers along the downtown creek system.

- *Goal 3.6.1. Regional Centers that develop in accordance with community vision and consistent with the 2040 Growth Concept Map.*
 - a. Regulate new development in Regional Centers to maximize the public infrastructure investment in light rail.
 - b. Apply the Regional Center land use designation generally in the areas identified on the Metro 2040 Growth Concept Map.
 - d. Adopt Community Plans identifying Comprehensive Plan Policies applicable to each regional center to provide community vision.

FINDING: The Urban Renewal Plan proposes programs and projects within the Regional Center that will maximize the public infrastructure investment in light rail and will help implement the 2040 Growth Concept Map and the 2040 Vision. Pedestrian, cyclist, and vehicular movements are emphasized in the Urban Renewal Plan.

- *Goal 3.8.1. Station Communities that develop in accordance with community vision and consistent with the 2040 Growth Concept Map.*

- a. Regulate new development in Station Communities to maximize the public infrastructure investment in light rail.
 - b. Apply the Station Community land use designation generally within one mile of light rail station platforms.
 - d. Adopt Community Plans identifying Comprehensive Plan Policies applicable to Station Community Areas to provide Community vision.
- *Goal 3.8.2. Develop Station Communities with sufficient intensities to generate light rail ridership and around-the-clock activity.*
 - a. Regulate new development in Station Communities to provide increased densities and employment to support a high level of transit services.
 - b. Within ¼ mile of the light rail station platform and along all major pedestrian routes, require development to provide the highest level of design features for pedestrian activity and public access to the light rail station platform.
 - c. Within ¼ mile of the light rail station platform, design the arrangement of parking and streets to accommodate construction of multiple level structures for parking, commercial, residential, and mixed uses.

FINDING: The Urban Renewal Plan proposes programs and projects to comply with the Regional Center and Station Community land use designations within the District. To stimulate development, the Urban Renewal Plan proposes four general categories of participation: Joint Investment Partnerships, Incentive Programs, Community Identity Building, and Infrastructure and Transportation Improvements. All of these activities will reinforce the investments made in the transit infrastructure at the Beaverton Central, Beaverton Transit, and WES stations that reside within the Regional Center and the Tektronix station (currently termed the Millikan station), which lies west of Beaverton Central within the Urban Renewal District, to generate ridership and around-the-clock activity.

- *Goal 3.10.1. An attractive mix of commercial and higher density residential uses along major roads through the City that invites pedestrian activity where appropriate.*
 - a. Regulate new development in Corridors to provide a mix of commercial and residential uses with pedestrian amenities.

- d. The community shall endeavor to improve the appearance of commercial areas.
- e. Commercial facilities shall be allocated in a reasonable amount and in a planned relationship to the people they will serve.

FINDING: The Urban Renewal Plan proposes programs and projects to comply with the Corridor land use designation within the District. To stimulate development, the Urban Renewal Plan proposes four general categories of participation: Joint Investment Partnerships, Incentive Programs, Community Identity Building, and Infrastructure and Transportation Improvements. All of these activities will create an appropriate mix of commercial and residential uses while enhancing and reinforcing the pedestrian experience in the district.

- *Goal 3.11.1. Regulate development in Employment Areas to accommodate changing market trends while maintaining the City's employment base.*
 - a. Regulate new development in Employment Areas to promote a functional and attractive mix of office and light industrial uses within the Campus Industrial zoning district. Allow limited commercial and other non-industrial uses to lessen dependence on the automobile for workday activities of employees in the employment areas, increase the attractiveness of the employment center, and to provide a range of synergistic relationships in the development. Examples of regulatory limits on commercial activity include, but are not limited to, size, type, location, and hours of operation.

FINDING: The Urban Renewal Plan proposes programs and projects to comply with the Employment Area land use designation within the District. To stimulate development, the Urban Renewal Plan proposes four general categories of participation: Joint Investment Partnerships, Incentive Programs, Community Identity Building, and Infrastructure and Transportation Improvements to capitalize on changing market trends while maintaining the employment base.

- *Goal 3.12.1. Attractive, compatible industrial, manufacturing, warehouse, and heavy industrial development at locations in the City served by good transportation networks.*
 - a. Regulate new development in Industrial Areas to maintain economic function while buffering incompatible adjacent uses.
 - b. Apply the Industrial Area land use designation consistent with the 2040 Regional Urban Growth Concept Map.

- d. Promote good design in developing industrial areas to provide a positive contribution to the community environment.
- e. Industrial development shall recognize and respect the character of the surrounding development.
- f. Ensure that adequate traffic circulation, off-street parking, and loading and service areas are provided to serve the existing and projected development in industrial areas.

FINDING: The Urban Renewal Plan proposes programs and projects to comply with the Industrial land use designation within the District. To stimulate development, the Urban Renewal Plan proposes four general categories of participation: Joint Investment Partnerships, Incentive Programs, Community Identity Building, and Infrastructure and Transportation Improvements. All of these activities will strengthen the City's limited industrial land base.

- *Goal 3.13.1. Provide for the establishment and maintenance of safe, convenient, attractive, and healthful places to live.*
 - a. Regulate residential development to provide for diverse housing needs by creating opportunities for single and multi-family development of various sizes, types, and configurations.
 - b. Encourage a variety of housing types in residential areas by permitting or conditionally permitting any housing type (one, two or more, family dwellings) within any zoning district so long as the underlying residential density of the zoning district is met. Accessory dwelling units shall not be considered in the calculation of the underlying housing density.
 - d. Apply Residential Neighborhood designations (Low Density, Standard Density, Medium Density, and High Density) consistent with the Metro 2040 Growth Concept Map and the City's housing target implementation
 - Enhance the City's landscape through design measures considering the natural setting of the land and the character of existing residential neighborhoods.
 - Foster innovation and variety in design to enhance the visual character of the City's landscape. Innovation in design can include designing infill structures to integrate into existing neighborhoods through compatible scale, similar design features, and similar setbacks.
- *Goal 3.13.2. Retain established large lot zoning in limited areas.*

- a. Due to regional planning efforts to maintain minimal expansion of the regional Urban Growth Boundary, opportunities to increase land designated low-density residential shall be limited.
- b. Existing pockets of low-density residential may continue, but expansion of low-density residential areas shall not occur.
- *Goal 3.13.5. Establish High Density Residential areas to allow for a variety of housing types.*

FINDING: The Urban Renewal Plan proposes programs and projects to comply with the aforementioned residential land use designations within the District. To stimulate development, the Urban Renewal Plan proposes four general categories of participation: Joint Investment Partnerships, Incentive Programs, Community Identity Building, and Infrastructure and Transportation Improvements. The Urban Renewal Plan will provide financing through joint investments partnerships, incentive programs, and infrastructure and transportation that will improve the quality of the existing supply of housing and facilitate the development of a range of housing types for households of a range of incomes.

Chapter 4. Housing Element

- *Goal 4.2.1. Maximize use of buildable residential land in the City.*
 - a. Increase residential capacity in the City to substantially comply with requirements of Title 1 of the Metro Urban Growth Management Functional Plan.
 - b. To the extent practicable, ease the review process and standards for higher density residential projects.
- *Goal 4.2.2.1 Provide an adequate variety of quality housing types to serve Beaverton's citizenry.*
 - a. Allow a wide variety of housing types in the City.
 - b. Maintain the quality and safety of existing Beaverton housing stock.
- *Goal 4.2.3.1. Promote the retention of existing affordable housing stock in the City.*
 - a. Support low-income homeowners with housing rehabilitation needs through continued funding and administration of the Citywide Housing Rehabilitation Loan Program.

- b. Continue to devote funding through the City's CDBG and HOME programs to local non-profit agencies in order to aid in the rehabilitation of existing long-term affordable housing in the City.
 - c. Provide continued CDBG funding support to local non-profit service providers so that they may continue to supply needed living and service assistance to low income homeowners and renters.
 - d. Work in partnership with TVHP, the Bridge Housing Corporation, Community Partners for Affordable Housing, the Housing Development Corporation, and Habitat for Humanity to preserve housing that is affordable to households at or below 60 percent of the Median Family Income (MFI).
 - e. Assure the long-term affordability of City-funded housing projects.
- *Goal 4.2.3.2. Promote the production of new affordable housing units in the City.*
 - a. Inform Beaverton residents, property owners, and business owners of the need for additional affordable housing within the City.
 - b. Partner with and assist local non-profit developers (including TVHP, the Bridge Housing Corporation, Community Partners for Affordable Housing, the Housing Development Corporation, and Habitat for Humanity) in supplying additional affordable units throughout the City for "at risk" populations including those at or below 60 percent of the Median Family Income (MFI).
 - c. Continue to devote funding through the City's CDBG/HOME program to local non-profit housing development agencies in order to aid in the development and maintenance of new long-term affordable housing in the City.
 - d. Pursue sources of revenue to be directed toward increasing the City's inventory of affordable housing units.
 - e. Continue to comply or substantially comply with Metro Urban Growth Management Functional Plan (UGMFP) provisions that pertain to affordable housing.
 - f. Continue over time to explore various tools and strategies that may serve to encourage the development of affordable housing in Beaverton.

FINDING: The Urban Renewal Plan proposes programs and projects to comply with the aforementioned residential housing policies. To stimulate development, the Urban Renewal Plan proposes four general categories of assistance: Joint Investment Partnerships, Incentive Programs, Community Identity Building, and Infrastructure and Transportation Improvements. The Urban Renewal Plan will provide financing through joint investment partnerships, incentive programs, and infrastructure and transportation that will improve the quality of the existing supply of housing and facilitate the development of a range of housing types for households of a range of incomes while making maximum use of available buildable residential land. It should be noted that while the Comprehensive Plan refers to TVHP, TVHP no longer exists and our current partners include the Community Housing Fund.

Chapter 5. Public Facilities and Services Element

- *Goal 5.3.1. Ensure long-term provision of adequate urban services within existing City limits and areas to be annexed in the future.*
 - a. The City shall maintain agreements with the special districts and the County to plan for the long-term provision of services within the City's Urban Services Area.
 - b. The City shall work cooperatively with service providers within its Urban Services Area in the development of master plans that are elements of the City's Public Facility Plan, so as to prescribe the most effective and efficient long-term methods of providing service.
 - c. The City will involve owners of properties and residents in the unincorporated portion of its Urban Services Area in planning for facilities and services.
 - d. The City shall seek to eventually incorporate its entire Urban Services Area.
- *Goal 5.4.1 Ensure long-term provision of adequate storm water management within existing City limits and areas to be annexed in the future.*
 - a. The City shall continue to participate in the Clean Water Service's Surface Water Management (SWM) program for the urban portion of the Tualatin River watershed. The City shall retain responsibility for planning, construction, and maintenance of portions of the local storm water facilities within its incorporated limits.

- b. On-site detention will be used as a storm water management tool to mitigate the impacts of increased storm water run-off associated with new land development.
 - c. All new land development will be connected to a storm water drainage system. Each new development will be responsible for the construction or assurance of construction of their portion of the major storm water run-off facilities that are identified by the SWM program as being necessary to serve the new land development.
- *Goal 5.5.1. The City shall continue to participate in the Joint Water Commission and work with the West Slope, Raleigh, and Tualatin Valley Water Districts to ensure the provision of adequate water service to present and future customers in Beaverton.*
 - a. All new land development (residential subdivisions, multiple family dwelling development, and industrial and commercial developments) shall be connected to a public water system.
 - b. All new development served by the Beaverton Water Division shall be reviewed by the City to determine that the pressure of water available to serve the proposed development meets City standards.
 - c. The City shall encourage water conservation consistent with current intergovernmental agreements, to prolong existing supplies, and to help postpone water system capacity improvements needed to supply expected future demands as a result of projected population increases.
 - d. The City will comply with State and Federal laws and regulations relating to potable water.
- *Goal 5.6.1. The City shall continue to cooperate with CWS to ensure long-term provision of an adequate sanitary sewer system within existing City limits and areas to be connected to the City sewer system.*
 - a. All new land development (residential subdivisions, multiple family dwelling development, and industrial and commercial developments) shall be connected to the City sewer system.
 - b. When sewer service is extended into an area that contains existing development, all existing habitable buildings shall be connected to the new sewer if they are within 100 feet of the sewer line and if gravity lateral sewer lines can serve them.

- *Goal 5.7.1. Cooperate with the Beaverton School District in its efforts to provide the best possible educational facilities and services to Beaverton residents.*
 - a. The City shall encourage the School District to provide facilities that will adequately accommodate growth while recognizing the limited supply of buildable land in the city for such facilities.
 - b. Schools should locate within or adjacent to residential districts for the convenience of those the facilities serve. However, public and private school proposals should be assessed for compatibility in order to assure that the stated purposes of the residential districts are not unnecessarily eroded.
 - c. The City shall encourage the District to provide for schools throughout the City in locations that are easily accessible to those they intend to serve.
 - d. The City shall work cooperatively with the School District in implementation of the Comprehensive Plan through the District's various programs, joint acquisition, and development efforts.
 - e. The City shall notify the School District of development proposals that may potentially impact a present or future school site to allow the District the opportunity to comment, purchase, or request dedications.
 - f. The City shall notify the School District when considering Comprehensive Plan or land use regulation amendments that may significantly impact school capacity.
 - g. The City shall encourage the School District and the Tualatin Hills Park and Recreation District (THPRD) to continue their excellent level of cooperation in the joint acquisition, development, and use of facilities for educational and recreational purposes.
- *Goal 5.10.1. Cooperate with TVF&R to ensure adequate fire and emergency medical services for the current and future residents of the City.*
 - a. Retain TVF&R as the provider of fire and emergency medical services for the entire City of Beaverton incorporated area.
 - b. The City shall cooperate with TVF&R in the siting of new facilities.
 - c. The TVF&R shall enforce the Uniform Fire Code for existing buildings, and the City shall enforce it for new construction.

- d. The City shall adopt and enforce the State Building Code.

FINDING: The Urban Renewal Plan proposes programs and projects to comply with the aforementioned infrastructure development goals and policies as they apply to properties within the Urban Renewal District. To stimulate development, the Urban Renewal Plan proposes four general categories of participation: Joint Investment Partnerships, Incentive Programs, Community Identity Building, and Infrastructure and Transportation Improvements. The Urban Renewal Plan will provide financing for infrastructure and transportation improvements that are needed for additional growth in the Urban Renewal District including water, sewer, stormwater services.

Chapter 6. Transportation Element

- *Goal 6.2.1. Transportation facilities designed and constructed in a manner to enhance Beaverton's livability and meet Federal, state, regional and local requirements.*
 - a. Maintain the livability of Beaverton through proper location and design of transportation facilities.
 - b. Consider noise attenuation measures in the design and redesign of arterial streets immediately adjacent to residential development.
 - c. Protect residential neighborhoods from pollutants associated with nearby transportation facilities, industrial uses, and rail activities.
 - d. Locate and design multi-use paths to balance the needs of human use and enjoyment with resource preservation in areas identified on the Natural Resource Inventory Plan Map for their Significant Natural Resource values.
 - e. Protect neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas. Build streets to minimize speeding.
 - f. New commercial and industrial development shall identify traffic plans for residential streets where increased cut-through traffic may occur due to the proposed development.
 - g. Provide convenient direct pedestrian and bicycle facilities to promote the health and physical well being of Beaverton residents, to reduce traffic congestion, to provide commuting and recreational alternatives to the motor vehicle, and to support local commerce.

- h. Continually explore novel or transformative designs, technologies, and integration, especially in the context of large-scale economic and redevelopment planning efforts.
- *Goal 6.2.2 A balanced multi-modal transportation system that provides mobility and accessibility for users.*
 - a. Recognize that streets are important to community identity and provide a needed public service. Implement Beaverton's public street standards that recognize the multi-purpose nature of the street right of way for a combination of utility, pedestrian, bicycle, transit, truck, auto uses, and railroad crossings.
 - b. Provide a seamless and coordinated transportation system that is barrier-free, provides affordable and equitable access to travel choices, and serves the needs of people and businesses.
 - c. Develop and provide a safe, complete, attractive, efficient, and accessible system of pedestrian ways and bicycle ways, including bike lanes, cycletracks, bike boulevards, shared roadways, multi-use paths, and sidewalks according to the pedestrian and bicycle system maps, and the *Development Code* and *Engineering Design Manual* requirements.
 - d. Design sidewalks and the pedestrian access systems to City standards to enhance walkability, complete the accessible pedestrian network, provide safe, direct access to transit and activity centers, and provide safe crossings at intersections with pedestrian- friendly design.
 - e. Provide connectivity to each area of the City for convenient multi-modal access. Ensure pedestrian, bicycle, transit, and vehicle access to schools, parks, commercial, employment, and recreational areas, and destinations in station areas, regional, and town centers by identifying and developing improvements that address connectivity needs.
 - g. Identify specific areas within the City where pedestrian needs and the pedestrian experience should be given highest priority in the design of streets, parking, intersections, connectivity, signal controls, mapping and signing, and other transportation facilities.
 - i. Design streets to accommodate transit while minimizing impacts to traffic flow.

- j. Require developers to include pedestrian, bicycle, and transit-supportive improvements within proposed developments and adjacent rights of way in accordance with adopted policies and standards.
- *Goal 6.2.3. A safe transportation system.*
 - a. Improve traffic safety through a comprehensive program of education, enforcement, and engineering.
 - b. Design streets to serve anticipated function and intended uses as determined by the Comprehensive Plan.
 - c. Enhance safety by prioritizing and mitigating high crash locations within the City.
 - d. Designate safe walkway and bikeway routes from residential areas to schools, parks, transit, and other activity centers.
 - g. Maintain access management standards for streets consistent with City, County, and State requirements to reduce conflicts among vehicles, trucks, rail, bicycles, and pedestrians. Preserve the functional integrity of the road system by limiting access per City standards.
 - h. Ensure that adequate access for emergency services vehicles is provided throughout the City.
 - i. Meet Federal and State safety compliance standards for operation, construction, and maintenance of the rail system.
- *Goal 6.2.4. An efficient transportation system that reduces the percentage of trips by single occupancy vehicles, reduces the number and length of trips, limits congestion, and improves air quality.*
 - a. Develop an energy efficient transportation system.
 - b. Support and implement trip reduction strategies developed regionally, including employment, tourist, and recreational trip reduction programs.
 - c. Limit the provision of parking to meet regional and State standards.
 - d. Manage parking in the Regional Center Old Town area.
 - e. Maintain mobility and performance standards that meet the needs of the City and are consistent with regional and State standards.

- f. Reduce traffic congestion and enhance traffic flow through such system management measures as intersection improvements, intelligent transportation systems, incident management, signal priority, optimization, synchronization, and other similar measures.
 - g. Plan land uses to increase opportunities for multi-purpose trips (trip chaining).
 - i. Support mixed-use development in appropriate locations and encourage local job creation in order to reduce the number of locally-generated regional commuting and shopping trips.
- *Goal 6.2.5. Transportation facilities that serve and are accessible to all members of the community.*
 - a. Construct transportation facilities, including access to and within transit waiting areas, to meet the requirements of the Americans with Disabilities Act.
- *Goal 6.2.6. Transportation facilities that provide safe efficient movement of goods.*
- *Goal 6.2.7. Implement the transportation plan by working cooperatively with Federal, State, regional, and local governments, the private sector, and residents.*
- *Goal 6.2.8. Create a stable, flexible financial system.*
 - a. Plan for an economically viable and cost-effective transportation system.
 - b. Identify and develop diverse and stable funding sources to implement recommended projects in a timely fashion.
 - c. Use the System Development Charge, Traffic Impact Fees, and development exactions as elements of an overall program to pay for adding capacity to the transportation system and for making safety improvements related to development impacts.
 - d. Develop a long-range financial strategy to make needed improvement to the transportation system and to support operational and maintenance requirements by working in partnership with Metro, Oregon Department of Transportation, Washington County, and other jurisdictions and agencies.
 - e. Provide adequate funding for maintenance of the capital investment in transportation facilities.

FINDING: The Urban Renewal Plan proposes programs and projects to comply with the aforementioned infrastructure development goals and policies as they apply to properties within the Urban Renewal District. To stimulate development, the Urban Renewal Plan proposes four general categories of participation: Joint Investment Partnerships, Incentive Programs, Community Identity Building, and Infrastructure and Transportation Improvements. The Urban Renewal Plan will provide financing for infrastructure and transportation improvements that are needed for additional growth in the Urban Renewal District to create a safe, efficient transportation system that enhances the livability of the community.

- *Goal 7.1.1. Balance development rights with natural resource protection.*
 - a. Coordinate resource protection programs with affected local, state, and Federal regulatory agencies and notify them of development proposals within natural resource areas.
 - b. Where adverse impacts to Significant Natural Resources cannot be practicably avoided require mitigation of the same resource type commensurate with the impact, at a location as close as possible to the impacted resource site.
 - c. Allow for relaxation of development standards to protect significant natural and historic resources.
- *Goal 7.2.1. Preserve, manage, and encourage restoration of historic sites, structures, and objects designated as Significant Historic Landmarks, and protect the character of the Downtown Historic District as listed on the National Register of Historic Places.*
 - a. With the cooperation of property owners, protect, enhance, and perpetuate Significant Historic Landmarks and the Downtown Historic District representing or reflecting elements of the City's cultural, social, economic, political, and architectural history.
 - d. To ensure that no historic resource is lost unnecessarily and that all avenues and possibilities for the retention of the building have been exhausted, before a resource is allowed to be demolished, the person requesting the demolition must establish that the building either cannot be moved because of a lack of structural integrity or cannot be sold to be moved to another site.
 - e. Encourage citizen participation in historic preservation and related activities as a source of positive community identity.
 - f. The City's historic resource protection regulations shall apply to all historic resources in the city on the National Register of Historic

Places, regardless of whether these resources are listed in the local inventory.

- *Goal 7.3.1.1. Conserve, protect, enhance, or restore the functions and values of inventoried Significant Natural Resources.*
 - a. Inventoried natural resources shall be conserved, protected, enhanced, or restored:
 - to retain the visual and scenic diversity of our community;
 - for their educational and recreational values; and
 - to provide habitats for fish and wildlife in our urban area.
 - b. Where adverse impacts to Significant Natural Resources cannot be practicably avoided require mitigation of the same resource type commensurate with the impact, at a location as close as possible to the impacted resource site.
 - c. Inventoried natural resources shall be incorporated into the landscape design of development projects as part of a site development plan, recognizing them as amenities for residents and employees alike.
 - e. Development within Significant Natural Resource areas shall be consistent with the relevant regulations or guidelines of the National Marine Fisheries Service, U.S. Fish and Wildlife Service, Oregon Department of Fish and Wildlife, U.S. Army Corps of Engineers, Oregon Division of State Lands, Clean Water Services, and the Oregon Department of Environmental Quality.
 - f. Specific uses of or development activities in Significant Natural Resource areas shall be evaluated carefully, and those uses or activities that are complementary and compatible with resource protection shall be permitted. This is not intended to prohibit a land use permitted by underlying zoning district but only to regulate the design of development such as building or parking location or type of landscaping.
 - g. Limited alteration or improvement of Significant Natural Resource areas may be permitted so long as potential losses are mitigated and “best management practices” are employed.
 - h. Roads and utilities, which must be located within, or traverse through, a Significant Natural Resource Area, shall be carefully planned and aligned so as to minimize loss and disruption. A rehabilitation or restoration plan shall be a necessary component.

The City should allow variations from standard street cross sections in these areas.

- *Goal 7.3.2.1. Promote a healthy environment and natural landscape in riparian corridors, and manage conflicting uses through education and adoption and enforcement of regulations.*
 - a. Significant Riparian Corridors shall be protected for their fish and wildlife habitat values and other values associated with the natural resource area. Development plans for these areas shall treat these components as assets, and encroachment into the riparian corridor shall require enhancement, mitigation, or restoration.
 - b. Streams, creeks, and other watercourses, including a number of small drainages not identified on the Significant Natural Resources inventory maps, can be significant amenities. The City should protect the natural resource values of these areas from damage or degradation caused intentionally or by neglect. The City should cooperate with and assist property owners in maintaining and upgrading these areas for their potential aesthetic wildlife or recreational value.
- *Goal 7.3.3.1. Protect or enhance wetlands adopted as Significant Wetlands in the Local Wetland Inventory.*
 - a. Significant Wetlands in the Local Wetland Inventory shall be protected for their filtration, flood control, wildlife habitat, natural vegetation, and other water resource values.
 - b. Development within the buffer area adjacent to a significant wetland shall be subject to restrictions on building, grading, excavation, placement of fill, and native vegetation removal.
 - c. Where development is constrained due to wetland protection regulations, a hardship variance may be granted if approval criteria are met.
- *Goal 7.3.4.1. Protect wildlife habitat in the City in association with protecting significant natural resources.*
 - a. Limit impacts from development or human intrusion on sites likely to contain wildlife habitat through use of regulations adopted for protection of other natural resources or by adopting new regulations, if necessary.
- *Goal 7.4.1. Conserve Significant Scenic Views and Sites and the value they add to the community.*

- a. Help to preserve and enhance the City's character, beauty, and livability through identification and protection of significant scenic sites in the City and views of those sites.
- b. Significant Scenic Sites may include forested areas or a specimen tree and are determined to have two or more of the following characteristics:
 - Aesthetic value,
 - Uniqueness of tree size, shape, rarity of specie,
 - Proximity of forested area to wetlands or riparian areas,
 - Provides slope stability,
 - Absorption of rainfall (canopy effects to offset adjoining impervious surfaces), and absorbs stormwater runoff.

All significant scenic sites must be visible from an existing or planned viewpoint that is safe and accessible to the general public.

- c. The City will balance the conservation of significant scenic resources with the need to allow urban uses and activities.
- *Goal 7.5.1. Development Projects and patterns in the City that result in reduced energy consumption.*
- *Goal 7.5.2. Increased use of solar energy and other renewable energy resources in new development in the City.*
 - a. Assist in the conservation of energy by promoting more efficient transportation modes and land use patterns.
 - b. Encourage higher density development where appropriate.
 - c. Continue to update applicable codes and regulations to promote energy conservation.
 - d. Support educational programs on energy conservation and use of renewable energy resources through cooperation with other agencies and energy suppliers.
 - e. Support energy programs that inform senior citizens and low-income groups of available local, state, and Federal winterization and energy-efficient programs.
 - f. Support state and Federal legislation that encourages energy saving design and building practices.

- g. The City should set an energy-efficient example by using best management conservation practices in all of their facilities. Alternatives should be economically beneficial.
 - h. The City shall retain and apply regulations requiring consideration of solar energy options in the development process.
- *Goal 7.6.1. Protect groundwater in the City from contamination.*
 - a. Cooperate with other local water providers and neighboring jurisdictions in preventing pollution in areas around municipal and domestic wells so as to protect groundwater that is a source of potable water for the City from contamination.

FINDING: The Urban Renewal Plan proposes programs and projects to comply with the aforementioned infrastructure development goals and policies as they apply to properties within the Urban Renewal District. To stimulate development, the Urban Renewal Plan proposes four general categories of participation: Joint Investment Partnerships, Incentive Programs, Community Identity Building, and Infrastructure and Transportation Improvements. The Urban Renewal Plan will provide financing for infrastructure and tenant improvements that are needed to protect and conserve natural and historic resources in the Urban Renewal District.

- *Goal 8.2.1. Maintain and improve water quality and protect the beneficial uses, functions, and values of water resources.*
 - a. All water resource areas within the City shall be enhanced, restored, or protected to the extent practicable.
 - b. The City shall limit development in vegetative corridors along streams through application of the CWS Design and Construction Standards so as to substantially comply with requirements of the Metro Functional Plan Title 3.
 - c. The City shall support the development of education programs aimed at helping citizens understand the importance of good stewardship and the use of non-regulatory tools that will provide additional water quality resource protection.
 - d. Partner with other local jurisdictions and service providers to avoid duplication of efforts and resources.
 - e. Protect investments in the City by managing stormwater runoff.
 - f. Encourage development in urban environments in ways that promote healthy environments and natural resources.

- *Goal 8.3.1. Maintain and improve Beaverton's air quality to increase livability and quality of life.*
 - a. Support efforts to reduce air pollutant emissions in the City and within the Air Quality Management Area (AQMA).
 - b. Comply with the EPA, DEQ, and Metro-approved plans to achieve Federal, state, and regional air quality standards through the adopted regional control strategies.
 - c. Consider and work to mitigate air quality impacts in the development review process.
- *Goal 8.4.1. Create and protect a healthy acoustical environment within the City.*
 - a. Noise impacts shall be considered during development review processes.
 - b. The City shall comply with EPA and DEQ noise standards.
 - c. Consider and work to mitigate air quality impacts in the development review process.
- *Goal 8.5.1. Protect life and property from potential earthquake hazards.*
 - a. Limit as much as possible the potential loss of life and property resulting from earthquakes, and minimize disruption of public facilities, services, and transportation systems.
 - b. Ensure that key public, semi-public, and private buildings retain structural integrity and remain functional in the event of an earthquake.
- *Goal 8.6.1. Protect life and property from geological hazards associated with identified unstable steep slopes, erosion and deposition, and weak foundation soils.*
 - a. Limit or prohibit development in geologically hazardous areas that pose a threat to life and property.
 - b. The City shall support the reclamation of aggregate sites having a Department of Geology and Mining Industry (DOGAMI) mining permit, to ensure the stability of slopes and prevention of erosion, and to prevent the creation of weak foundation soils.

- *Goal 8.7.1. Maintain the functions and values of floodplains to allow for the storage and conveyance of stream flows and to minimize the loss of life and property.*
 - a. Utilize uniform or complementary interjurisdictional floodplain development and management programs to reduce flood hazards, protect natural resources, and permit reasonable development.
 - b. Development shall be prohibited in the floodway, except as necessary for the placement of roadways, utilities, stormwater conveyance, bridges, culverts, and grading related to public utility projects as permitted by the appropriate implementing ordinances.
 - c. Construction within the floodfringe shall be regulated through the City's implementing ordinances, such as the City's Engineering Design Manual and Standard Drawings.
 - d. Uncontained areas of hazardous materials, as defined by the DEQ, shall be prohibited in the floodplain.
- *Goal 8.8.1. Reduce the amount of solid waste generated per capita.*
- *Goal 8.8.2 Prevent inappropriate disposal of toxic or hazardous waste materials.*
 - a. The City shall support efforts to reduce the amount of solid waste generated from household, industrial, and commercial uses through source reduction and recycling activities, pursuant to Municipal Code requirements.
 - b. The City shall promote public awareness in order to achieve the highest participation possible in:
 - the reduction of solid waste,
 - recycling, and
 - the appropriate handling and disposal of hazardous and toxic waste.
 - c. The city shall comply with Metro, State, and Federal solid and hazardous waste laws and regulations.

FINDING: The Urban Renewal Plan proposes programs and projects to comply with the aforementioned natural resource and natural hazard goals and policies as

they apply to properties within the Urban Renewal District. To stimulate development, the Urban Renewal Plan proposes four general categories of participation: Joint Investment Partnerships, Incentive Programs, Community Identity Building, and Infrastructure and Transportation Improvements. The Urban Renewal Plan will provide financing for infrastructure and tenant improvements that are needed to protect and conserve natural hazard areas and to mitigate the impact of development adjacent to natural hazard areas in the Urban Renewal District to promote improved air and water quality to enhance livability and quality of life within the community.

- *Goal 9.2.1.1 To foster entrepreneurial networks that promote innovative and healthy businesses in Beaverton.*
 - a. To increase the networks and connections among Beaverton businesses and with other regional, state and global businesses.
 - b. To promote the development and expansion of innovative businesses in targeted industry clusters.
- *Goal 9.2.1.2 To capture the opportunities of the knowledge-based economy by having a skilled workforce and strong connections between business and education.*
 - a. Assist in the resolution of key workforce issues related to Beaverton-based companies.
- *Goal 9.2.2.1 To support business development through an effective transportation system, targeted land (re)development, and adequate infrastructure.*
 - a. To develop business districts that are accessible and provide job and business opportunities as described in the City's Economic Development Strategic Plan.
 - b. To limit the development of land uses that generate relatively few jobs per acre in areas designated primarily for industrial or office development.
 - c. To enhance business access to current (state-of-the-art) telecommunications infrastructure.
- *Goal 9.2.2.2 To enable businesses to easily start or expand their enterprise.*
 - a. To streamline the city processes required to start or expand a business.

- b. Ensure regulations and codes are consistent with and complementary to one another and are easy to understand and implement.
- *Goal 9.2.3.1 To support a high quality of life for all of Beaverton's citizens.*
 - a. To require a high quality of new development within the City to create an attractive environment.
 - b. To recognize and actively engage the growing cultural diversity in Beaverton.
- *Goal 9.2.3.2 To promote active partnerships between business and the community.*
 - a. To develop long-term and active working relationships between business organizations, community groups, public agencies, and elected leadership.

FINDING: The Urban Renewal Plan proposes programs and projects to comply with the aforementioned economic development goals and policies as they apply to properties within the Urban Renewal District. To stimulate development, the Urban Renewal Plan proposes four general categories of participation: Joint Investment Partnerships, Incentive Programs, Community Identity Building, and Infrastructure and Transportation Improvements. The Urban Renewal Plan will provide financing for infrastructure and tenant improvements that are needed to protect and conserve industrial areas and to encourage business development within the Urban Renewal District, especially the area east of Highway 217.